



The Morgan Link

Vol 6 No 4

The Magazine of the Pacific Morgan Owners Group

April 2021



From the Editor's Desk...

We are being treated to a gorgeous spring and top-down driving weather. I hope everyone has had a chance to take advantage of the sunny April weather. It is making it hard to sit at my desk writing, formatting articles and hunting for content for the Morgan Link. However, with the support of many of you, I am getting content and we are still able to have a substantial magazine.

The sad news of Prince Phillip passing this month has also been highlighted when we lost one of our own. We will run a tribute to Roland Gilbert next month. If you have any stories or photos about Roland, please pass them on to Jane Cowan in the next week so she can prepare something for us. April has been a hard month for the car community as we have lost people in several clubs. Prince Phillip has to be considered a "car guy" after spending 16 years designing and building his Land Rover Defender hearse. Painted in a bronze green, it certainly made a statement showing his loyalty to the armed forces, the Navy in particular.

Great article this month on the Stroll family by Alistair Crooks. An 8th F1 finish for the Canadian, Lance Stroll, this week. There are two articles and photos by members this month highlighting their cars. Amazing what you can find under blackberry bushes!

A light-hearted article by Dave Doroghy is in Dorg's Morg about getting the vaccine. This topic is close to the front in any socially distanced and masked group setting. Have you had your jab? When are you getting your second? Which one did you get? Did you have any side effects? Will it make a difference? Interesting fact is that Pfizer's stock price is not going through the roof. It was \$35.05 in April 2018 and only \$38.57 in April 2021. Go figure?!!

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

April 2021

Editor – Steve Blake

sblake@telus.net

The Morgan Link is the nearly monthly magazine of the PACIFIC MORGAN OWNERS GROUP, a non-profit organization serving Morgan automobile enthusiasts and friends across the globe.

Copyright © 2021 by PACIFIC MORGAN OWNERS GROUP.

Permission must be requested to reproduce any portions of this magazine. If granted, give PACMOG credit, acknowledging the issue, author, source, or photographer stated. Email the editor for permission.

Submitting Material for Publication: Email content to the above address. Deadline: 10th of the month of publication or by special arrangement from the editor. Ask for an extension, you will most likely get it!

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: Limited non-commercial advertising is free to members. Commercial advertising is available at a cost of \$25 for a business card size for one year. Business card size is approximately 1/8th of a page. Larger ads are accepted at - Full page - \$200, half page \$100, and 1/4 page is \$50 per year for the number of issues be publish (8-12).

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.

Report from the Executive- April 2021

By Steve Blake, Chair

To drive or not to drive? In times of Covid, many opinions are floating around. Lockdowns, social distancing, face masks, hand washing, non-essential travel, vaccine shots, vaccine passports...and we could go on. Each of these topics pushes buttons for some people and puts fear into others. History will tell us who is right, who is wrong, or if it didn't matter one way or the other.

The executive unanimously supported our drives, as long as they fall within the Provincial Health Orders. We will stop doing drives if we are prohibited from doing so. On April 23, 2021, I contacted the Provincial Health Department and was told we were permitted to go on our drives. We totally respect members who make decisions not to participate until some point when they feel safe. That is an important concept and one we fully support. You must do what you feel is safe for you and do not do anything that you feel will compromise your health. For those who are comfortable going for a safe drive, we will continue to provide them, as long as they are still permitted. At this time they are allowed.

In our meeting, we acknowledged that longtime Morgan owner and member, Roland Gilbert, passed away. We will have a tribute to him in our next Morgan Link.

Nigel Matthews has kindly offered to put on more presentations for us. We all enjoyed his tour of the Morgan factory. The next topic will be on the Intermeccanica company on May 10, 2021. In June, we will be treated to a tour of Jay Leno's garage with his superb collection of cars. The presentations will be held at 4:00pm so it is possible for all members to take part. That would make it 7:00 pm in Ontario and 9:00 am in Sydney, Australia. Just check your times to make sure we have it right!

The next drive is scheduled for May 15, 2021. See page 49 for details. Watch your emails for updates and confirmations.

Stay safe!

New Members

No new members this month.

We have 94 family memberships at this time.

PACMOG Directors

Chair, Editor

Steve Blake

sblake@telus.net



Vice Chair, Webmaster

Tom Morris

tomm8847@telus.net



Treasurer

Pat Miles

pat_miles@hotmail.com



Communications

Chris Brunt-Tompsett

cabt@shaw.ca



Island and Inland

Liaison

Jane Cowan

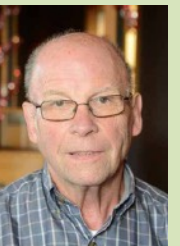
janecowan@shaw.ca



Events

Ken Miles

kengmiles@telus.net



Membership, Regalia

Brian Nixon

nixon.b@outlook.com

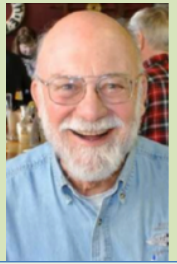


Contents

- Page 2 – From the Editor’s Desk
- Page 3 – Chair Report
- Page 5 - On the Road
- Page 7 – The Fraser River Run
- Page 10 - Garage Find Morgan
- Page 12 - Plus 8 Rescued from the Blackberry Brambles
- Page 15 - Morgan and 1962...
- Page 19 - Famous People with Morgans - Sheila Hancock
- Page 20 - 1952 Morgan Plus 4 Saloon
- Page 25 - Morgan West
- Page 26 - Dorg’s Morg
- Page 28 - Morgan Cars Mid-Atlantic
- Page 29 - The Stroll File
- Page 32 - Morgans in the Movies
- Page 34 - Andrew Smith - Part 3
- Page 36 - Malvern Memories
- Page 37 - Painting at Home
- Page 39 - Magnificent Morgan
- Page 42 - Cuthbert J. Twillie
- Page 44 - Morgan Fantasy Photos
- Page 45 - Looking Back - Morgans to Montana 2013 Pt. 2
- Page 48 - Looking Back - Midlands Matters
- Page 49 - PACMOG Website
- Page 50 - Events
- Page 54 - Car For Sale Last Month
- Page 55 - BCCI Long Distance Award
- Page 56 - Marketplace
- Page 60 - Member car for sale
- Page 62 - Membership Application

Non-voting member attending
Board Meetings as Secretary

Steve Hutchens
sphutchens@gmail.com



Cover Photo Credit:

This month’s cover photo was taken by Susan Blake of Jon Moss’s 1960 Plus 4 along the Fraser River with Mount Baker in the background.

Contributors

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

Susan Blake (proofreader), Dave Doroghy, Ken Miles, Pat Leask, Andrew Smith, Susan Blake, Pat Miles, Lorne Goldman, Tom Morris, James Gilbert (MMC), Alistair Crooks, Gary Anderson, Frank Gruen, Valentin Tanase, Jacques Gallien, Bill Button, Ron Theroux, Mke Pullen, Colin Gurnsey, Andy Downes, Owen Powell, Gary Bell, Win Muehling, Larry and Diana Emrick, Norm Mort, Dan Kelly

PACMOG is affiliated with:

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

Insured through CG &B Group Insurance
Markham, ON L6G 1C3

PACMOG Constitution:

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

On the Road!

This section is where highlights Morgan cars spotted on the road or parked in a scenic location. Send in your photos! This month we are showing all cars from the rear.



Owen Powell's Morgan Fiat Twin Cam 4/4 as found - Andy Downes photo



1969 Morgan Plus 8 spotted after refueling - Note the gas cap left open!



The Blake's 1991 Morgan Plus 8 at Deas Island Park - Steve Blake photo



Jon Moss in his 1960 Plus 4 in Queensborough - Susan Blake photo

The Fraser River Run

By Susan Blake

What an amazing day for a drive!

Our day started with a call from Ken Miles to let us know that there was a protest planned at the Massey Tunnel sometime that day. We later found out this was part of a parade organized by Extinction Rebellion. Fortunately, this didn't happen until later in the day, so we sailed through the tunnel with no problem.

A small group of us met at Ironwood – 5 Morgans and one Tiger; eleven people in all. Following provincial health guidelines we chatted for about half an hour during which we had numerous people checking out the cars.

After saddling up, and with Jon Moss in the lead, we headed out towards Steveston, along Steveston Highway, after which we headed south, through the town to the river. We then passed through the modern development of townhouses, condos, shops and restaurants; then passed the Britannia Ship Yards.

The historic shipyards will definitely be worth a visit for Steve and I in the future. The site “tells the story” of early Steveston and wooden boat building and repair on the Fraser waterfront. Originally constructed as a cannery in 1889, it was converted to a shipyard and a general maritime repair shop for fishing boats of the ABC Packing Company after the Hell's Gate Landslide of 1912 caused a decline in salmon stocks. The shipyard was later purchased by the Canadian Fishing Company and was in use until 1979 when BC Packers purchased it shortly before they closed. The complex includes the Murakami family home and boat works, stilt houses, Chinese bunkhouses, a Japanese Duplex, First Peoples Bunkhouse, and Richmond Boatbuilders – sounds very interesting.



From there we drove along the river, passing the London Heritage Farm. I'm not sure where I have been, but this is another historic site, one I hadn't heard of even although we've passed it on other runs. It's another interesting historic site to visit. It is one of the earliest farm sites in Richmond, the original small farmhouse being built in 1898 and the large farmhouse, currently on the site and enveloped in plastic was built in 1906. The City of Richmond purchased it in 1978 and designated it a municipal heritage site.

The beautiful day allowed us to see Baker in the distance as we travelled along River Rd. We left the river and meandered through rural south Richmond where we could see older homes adorned with loads of flowers and along the way also see huge mansions in various levels of construction.

Once we arrived back at Steveston Highway we made our way across Highway 99 and passed the docks where there were hundreds of Mazda's ready for distribution.



We drove left on #6 Rd and saw Motor Cycle Training taking place at Silver City after which we enjoyed the journey north until we arrived at the north arm of the Fraser River. This was a very picturesque drive which included some light industry, views of huge log booms and boats on the Fraser River, various homes and some areas that looked like graveyards for old campers and RVs.



When we arrived in New Westminster, Jon led the way into Queensborough. Given that I hadn't been over there for literally decades, this also was very interesting for me. My memories from the early 1980's, which may be a bit sketchy, was of a rural/ light industrial area much of which was in disrepair. Now there are huge housing developments, with condos, townhouses, single family homes, but still some "heritage" or should I just say old buildings here and there. Being down by the water brought memories of visiting friends who lived in a houseboat on the river – the houseboat was built to look like a huge black boot. This was a sight to behold and a bit of a shock when one first saw it.

From there we headed back west along River Rd towards Deas Island where we parked the cars on the road out side the Burr House. This heritage house is home to the largest bat colony in British Columbia and has Yuma and brown bats. In 2019 the colony, in the attic was 3,000 strong. For those interested in knowing more, here is a link to an article in the Optimist:

<https://www.vancouverisawesome.com/animals/largest-bat-colony-historic-house-metro-vancouver-delta-bc-1942410>

This was the end of an awesome drive. It was great to see so many people out, walking, cycling, sitting around and chatting. All the smiling faces – like spring has arrived. Early in the drive, a lady stopped next to us and said it was really great to see the old cars out and she wished us a pleasant drive, we had many thumbs up and waves which is always very heart warming.

The identification of our marque got stronger as we drove along our route. The first "knowledgeable" car buff yelled out, "Oh great a GM! Oh, they are all GMs." (Oops! She was probably thinking MGs!) Then a young girl said, "Look! Five British cars." Finally, one of a group of cyclists called out to his pack, "Look at the Morgans!"

All in all, it was great fun. Thanks to Jon for organizing the drive and for all those who participated (In Morgan Plus 8s - Ken and Pat Miles, Tom Morris and Elaine Davies, Steve and Susan Blake, in a Morgan 4/4 - Brian and Sandi Nixon, in a Morgan Plus 4 - Jon Moss, and in a 1966 Tiger - Alex and Joan MacLaurin.)



Garage Find Morgan

By Larry and Diana Emrick

Our 1963 Morgan Plus Four was rescued, disassembled, 42 years ago from a derelict garage off Southeast Marine Drive. It was reassembled enough to be driven home, with the doors put back on and the gas tank reinstalled, and now, 25,000 miles later, it's a true survivor bearing the patina of its 100,000-plus mileage. It has never been restored but has been carefully maintained and driven only in the summer. The wood is still good, thanks to the fact that it has never been driven in the rain in all those years.

Originally registered as a '64, research by the factory revealed that it was built in 1963. "This car was completed and test driven during the week beginning 11th February 1963 and despatched from the factory on 5th April 1963 to Sterne's Garage in Sydney, B.C., Canada (so this is a 1963 car) with the chassis laid down at the end of 1962, not a 1964 car as you have stated," says a letter from the factory.

The car was originally black but was burgundy with green wire wheels when I acquired it. Its distinctive green/yellow livery is now showing its 30-year age and is in need of a repaint. I suspect that at some point before my ownership it suffered slight damage to the left rear quarter panel. The green leather upholstery and top, tonneau, side screens, seat belts and jack are all original, with the top virtually never erected since it does not go out in the rain.



(Larry Emrick photo)

Throughout my 42 years of ownership, I have determined to maintain the car in as original condition as possible, with the intent of preserving it as an honest example of a 58-year-old, 100,000-mile car. I am even conflicted as to whether to repaint it. I have put its original, plastic three-spoke steering wheel back on after years sporting a Moto Lita. In fact, I prefer the delicate feel of the original wheel. I have reinstalled the full windscreen after using just Brooklands screens for decades.

I replaced the wire wheels years ago although the spare, with its tire from Woodward's, is original to my ownership. Although, I suspect it is a replacement, since it is only a 48-spoker. This is one of the reasons I think it may have had some damage early in life.

It has been at every ABFM since the beginning and proudly carries the dash plaque from the first one. May there be many more! It no longer competes in the judged class, having won trophies for many years, but rests in gracious repose amidst the glamour and glitter of its fellow Morgans.



(Top two photos - Larry Emrick)

(Bottom photo - Steve Blake)



Plus 8 Rescued from the Blackberry Brambles

By Dan Kelly

I'm Dan Kelly, a new member, originally from Penticton, but now living in Victoria. My friend found my car (a 1978 one owner plus 8) in the bushes overlooking Smilk Bay Golf Course just out of Anacortes, Washington. I phoned the owner, Gene Dagg, aka Bo Britt, from Penticton asking if he wanted to sell it and if so how much he wanted for it. He told me he wanted \$13500 and before I could say anything, he said he wouldn't accept anything less than \$11500. I said I would come right down to see it!

The car was sitting in the middle of a pile of wild blackberry bushes that were growing through the hood louvres. After extricating it out of its premature grave we got it started and my 15 year old son Chad hopped in with me and we drove it up the hill. I fell in love with the sound immediately! The power, once we got to the top of the hill and onto the highway, reinforced my desire to have it. My 13 year old son was video taping and I still have that tape although it is VHS!

As I was discussing the history of the car with Bo Britt, I learned he changed his name from Gene Dagg. I assume this was for his career as a PGA professional. I believe he was the first Native American professional golfer on the PGA tour. He ordered the Morgan built for him and went over to the Morgan works in Malvern to see the final stages of the build. Due to it being imported to the US, it came to Bill Fink's Isis Motors at unit #39, the Embarcadero, on the San Francisco dock, so he could perform the change from gasoline to propane, which Fink pioneered to meet the US emission standards. It was originally painted ivory with black wings, had stainless steel wire wheels and Brooklyn windshields, though not installed at the time! He never drove it to the different California tour events but had it shipped there so the car had very low mileage.



(Dan Kelly photos)

I said I would take it for the \$ 11500 but would pick it up later! It had to be 25 years old to bring it into Canada so when the manufacturer's date was met, I went down and picked it up. It was in the body shop for a minor bump on the front wing so I went to a Portland car show featuring Morgans. There were a lot of them there (can't remember the actual count). At a function for the Morgan owners, in talking to many of them, I mentioned my car. There was a doctor from Camano island just up from Anacortes that had heard about the car but never knew it was a Plus 8. So, he never went to look at it because he had two or three 4 cylinder ones all ready. He was a little miffed that I bought it out from under his nose, but it meant a lot more to me than to him, selfishness is a terrible thing, isn't it!

I picked the Morgan up and drove it back home to refurbish it. The upholstery was bad and a few of the frame boards in the bucket were rotten. I took it to a garage where I stripped it down and had the owner check the motor and running gear (all excellent), then down to the body shop for a frame-off restoration. I changed the colour from Ivory to a slightly metallic Champagne body with dark maroon wings. I also ordered new deluxe tan upholstery, maroon leather dash covers, steering wheel and the door covers to match the wings. I also ordered from Morgan maroon carpets, top, and tonneau. It has been my driver for the last 28 years and it is still in excellent shape!



Just after being rescued from the blackberries!



Morgan Art by Valentin Tanase

You were introduced to Valentin Tanase in January 2020, when we featured Valentin as a famous person with Morgans. I have received a collection of Valentin's artwork from Jacques Gallien, Vice-President of the Morgan Owners Group Belgium and a friend of Valentin. We will highlight some of his work in each of our editions of the Morgan Link. Thank you to both Jacques and Valentin for allowing us to re-print these works.





Morgan officially competed at the 24-Hours of LeMans where the marque claimed a first in 2-Litre Grand Touring Class with an average of 94 mph achieved.

Morgan and 1962 . . .



Did H. F. S. Morgan, back in 1910, realize that the fundamental DNA of the first trike he created would be the basis of generations of three-wheel and four-wheel Morgan cars? That the sporting and styling attributes that appealed to those pre-WWI owners would continue to lure a far more modern and worldly man - and women, over a century later? Either H. F. S. was the early Einstein of automobiles, or the first of a long line of what some would say are automotive sporting masochists! To many,

the whole Morgan concept is a joyous mystery! Porsche owners; who are very, very similar in many regards - although their kidneys can't take the ride qualities of a Morgan, understand all this. Likewise: MG, Triumph and many other single marque devotees do too.

In 1936 Morgan moved into the four-wheel sports car market, which had been dominated up until then by MG and Singer. Three-wheel rival BSA had made the move a few years earlier, but failed to capture much attention and little in the way of sporting successes at the time. Yet, it was Morgan's successful competition record, traditional British sports car styling, robust nature and competitive price, that led to the company's ongoing success to this day. (Some might argue the price advantage is no longer there, but even at the current price of around \$112,000 Cdn if it were sold in Canada, it is a bargain for what is still a hand-built automobile.)

Following WWII, the Coventry Climax 4-cylinder Morgan 4/4 resumed production in two-seater, four-seater and drophead coupe (DHC) guise. Little did the original owners of these cars realize that the same basic mechanical and styling features would outlive them and perhaps even their children's children.

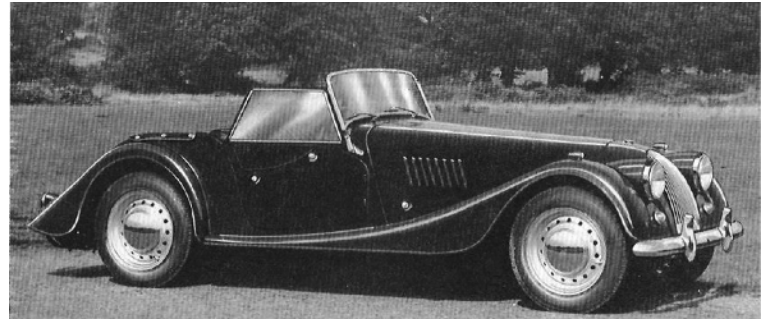
Morgan's factory in Malvern had been building wooden framed cars from the beginning and fitting various engines from other manufacturers. There was never any real production line, as the cars were hand-built. Once the wooden body frame was constructed, the metal or aluminum panels were nailed into place. The sliding pillar suspension from the first Morgan was kept, as were most of the other pre-war methods - many from pre-Great War. Morgan's hand-built cars were, and to this day, very traditional in design while continuing to evolve to provide a reliable, fast, safe and well handling sports car.

Purchasing enthusiasts could always choose whatever body colour or colour combination they wanted and likewise the interior could be fashioned in either leather or vinyl.

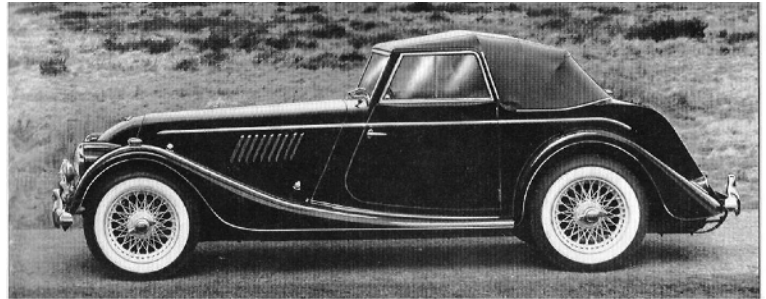
At the Earl's Court show in 1950, the Morgan 4/4 (four-cylinders, four-wheels) was displaced by the first Plus 4 with its larger engine and a longer wheelbase of 96-inches. (The Plus was translated into additional horsepower.) The first Plus 4 models were sold in 1951 and fitted with a four-cylinder, 68 hp, 2,088cc Vanguard engine which provided 70-percent more power than the old 4/4. The Vanguard engine was eventually phased out in 1958, but remained for a time as the standard engine in the drophead coupe.

The flat, traditional 1930s Morgan rads came to an end in 1952 due to the fact the large separate headlamps were no longer available. In 1953 an interim small flat grille-like rad on a rounded cowl, was created and two can-like headlamps were mounted on the front fenders. Not particularly attractive, the headlamps were reworked and raised to meet new headlamp regulations and a more simplified, but stylish, curved grille was placed inside the cowl for 1954. This styling cue has remained virtually the same since 1954. Optional on all other Plus 4s from 1953-1955 was the more robust, tuned-down Standard Vanguard engine, from the Triumph TR2. Yet, it provided an additional 22 hp over the old motor, before it was eventually replaced by the 100 hp, Standard-Triumph TR3 engine. By 1962, a larger 105 hp, 2,138cc (130.5ci) Triumph TR4 four cylinder engine was offered in the production Plus 4. The top speed was over the century mark and a 0-60 mph time of about 10-seconds in stock form was highly respectable.

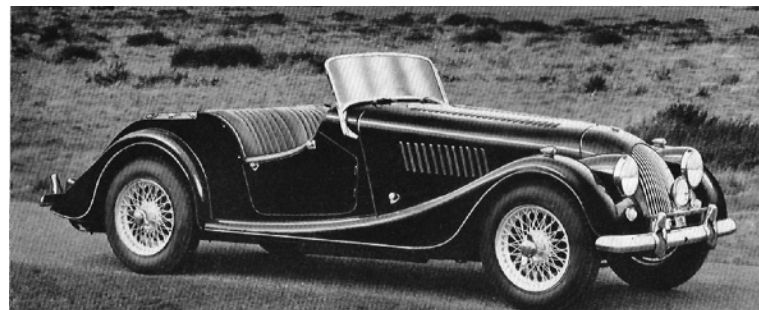
Over the eighteen years from 1950 into 1968 only 4,582 Plus 4 Morgans of all models were delivered. The smaller Ford-powered 4/4 had returned in 1955, and by 1962 in Series IV form, was fitted with a 56.5 hp, 1,430cc, (81.78ci) four-cylinder engine. With a top speed of 80 mph and a 0-60 mph time of 18.6-seconds, it was not fast, but its superb handling made it competitive on and off the track. A mere 114 were constructed from 1961 to 1963. Also offered in 1962 was the Morgan Plus 4 Super Sports that was offered with a special 2.2- litre or fitted with a 2-litre special order engine. The Super Sports model was rated at a powerful 120 hp with a top speed of 115 mph and a 0-60 mph time of just 7.8-seconds. A mere 102 Super Sports



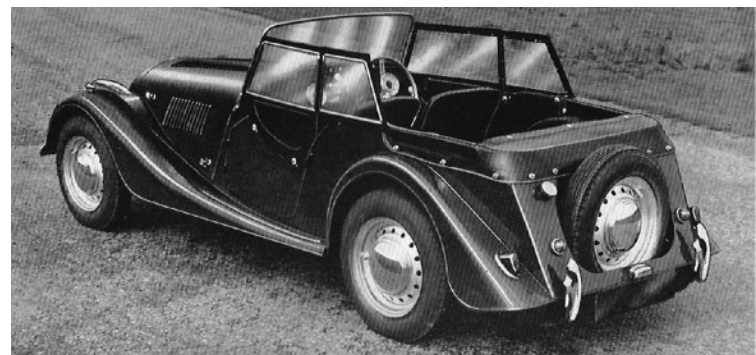
The smaller Ford-powered 4/4 had returned in 1955, and by 1962 in Series IV form, was fitted with a 56.5 hp, 1,430cc, (81.78 ci) four-cylinder engine.



In 1962 Morgan enthusiasts had the choice of buying a full range of Morgan models including a Plus 4 two-seater coupe (DHC).



By 1962 a larger 105 hp, 2,138cc, (130.5 ci) Triumph TR4 four-cylinder engine was offered in the production Plus 4.



The super sports model was rated at a powerful 120 hp with a top speed of 115 mph and a 0-60 mph time of just 7.8-seconds.

were built from 1961 into 1968 making it a highly desirable model today.

Thus, in 1962, Morgan enthusiasts had the choice of buying a 4/4 two-seater tourer Series IV, a Plus 4 two-seater tourer, a Plus 4 two-seater coupe (DHC), a Plus 4 four-seater tourer and a Plus 4 two-seater Super Sports. Optional equipment on all Morgan models in 1962 included wire wheels with winged knock-offs, a special induction and exhaust manifold on the Triumph TR, an oil cooler, a Smith's heater, sliding side-screens on the Plus 4 two-seater only, special colour paint and upholstery, a rear bumper, a tonneau cover, a fog light or pass light with a mounting bracket and badge bar, a badge bar, a Brooklands steering wheel or wood rimmed steering wheel, a windscreen washer, seatbelts, Dunlop tires and a luggage rack. Performance was always one of the keys to Morgan's popularity and a filled order book which often stretched into years.

Morgans were raced from its earliest days as a three-wheeler and was a familiar sight on the track, in trials, hillclimbs and rallies. An early impressive win occurred in 1912 when a three-wheel Morgan claimed the One Hour Record at Britain's famed Brooklands race track realising an average of 59.8 mph. Constantly a serious competitor in sports car racing; 1962 was a highpoint when Morgan officially competed at the 24-Hours of LeMans. Here the marque claimed a first in 2-Litre Grand Touring Class with an average of 94 mph achieved.

Today, I find it surprising in this electronic info age, just how few people have never heard of a Morgan, and most are stunned to hear Morgan cars are still here today and look almost the same. Grant it, since its launch seven decades ago, the iconic Morgan silhouette has become a defining feature of the car and that's not about to change. Yet, as Morgan emphasizes in its current literature, "While the aesthetics have remained true to form, just 3% of the components in the all-new Plus Four are shared with the previously evolved and updated, outgoing version. It features a host of technology and convenience features never seen on the model before, as well as the extended use of high quality natural materials."

A Morgan is still a Morgan!

(We thank Old Autos magazine for permission to reprint "Morgan and 1962..." from their January 18, 2021 edition.)



Did H. F. S. Morgan, back in 1910, realize that the fundamental DNA of the first trike he created would be the basis of generations of three-wheel and four-wheel Morgan cars?



It was Morgan's successful competition record, traditional British sports car styling, robust nature and competitive price that led to the company's on-going success to this day. (Note the driver's Viyella shirt - now popular again today!)





Optional equipment on all Morgan models in 1962 included wire wheels with winged knock-offs, a special induction and exhaust manifold on the Triumph TR, an oil cooler, a Smith's heater, sliding sidescreens on the Plus 4 two-seater only, special colour paint and upholstery, a rear bumper, a tonneau cover, a fog light or pass light with a mounting bracket and badge bar, a badge bar, a Brooklands steering wheel or wood rimmed steering wheel, a windscreen washer, seatbelts, Dunlop tires and a luggage rack. Hmm . . . how fortunate am I these are all found on my 1962



The 1962 Morgan Plus 4, 4-seater that was owned by the editor, Steve Blake, until sold in 2020 to its proud new owners, David and Pauline Stephen. This car was ordered new to be shipped to Thule, Greenland. It was redirected to Boston, Mass. when the owner was transferred home. The second owner took it with him to Colorado and then New Mexico. From there, it was imported into Canada and resided in Delta, BC for 21 years. It now lives in Victoria.



Old Autos

A CANADIAN NEWSPAPER
FOR THE ENTHUSIAST



SUBSCRIBE TODAY
1-800-461-3457 • www.oldaautos.ca

Mailed and Online Versions Available
Published Twice a Month

Famous People with Morgans

By Steve Blake

Dame Sheila Cameron Hancock DBE

Dame Sheila Hancock DBE (born 22 February 1933) is an English actress and author. Hancock trained at the Royal Academy of Dramatic Art before starting her career in repertory theatre. Hancock went on to perform in plays and musicals in London, and her Broadway debut in *Entertaining Mr Sloane* (1966) earned her a Tony Award nomination for Best Lead Actress in Play.

She won a Laurence Olivier Award for Best Performance in a Supporting Role in a Musical for her role in *Cabaret* (2007) and was nominated at the Laurence Olivier Awards five other times for her work in *Annie* (1978), *Sweeney Todd* (1980), *The Winter's Tale* (1982), *Prin* (1989) and *Sister Act* (2010).

Hancock was married to John Thaw who played numerous roles including Detective Chief Inspector Morse in *Inspector Morse* and Detective Inspector Jack Regan in *The Sweeney*.

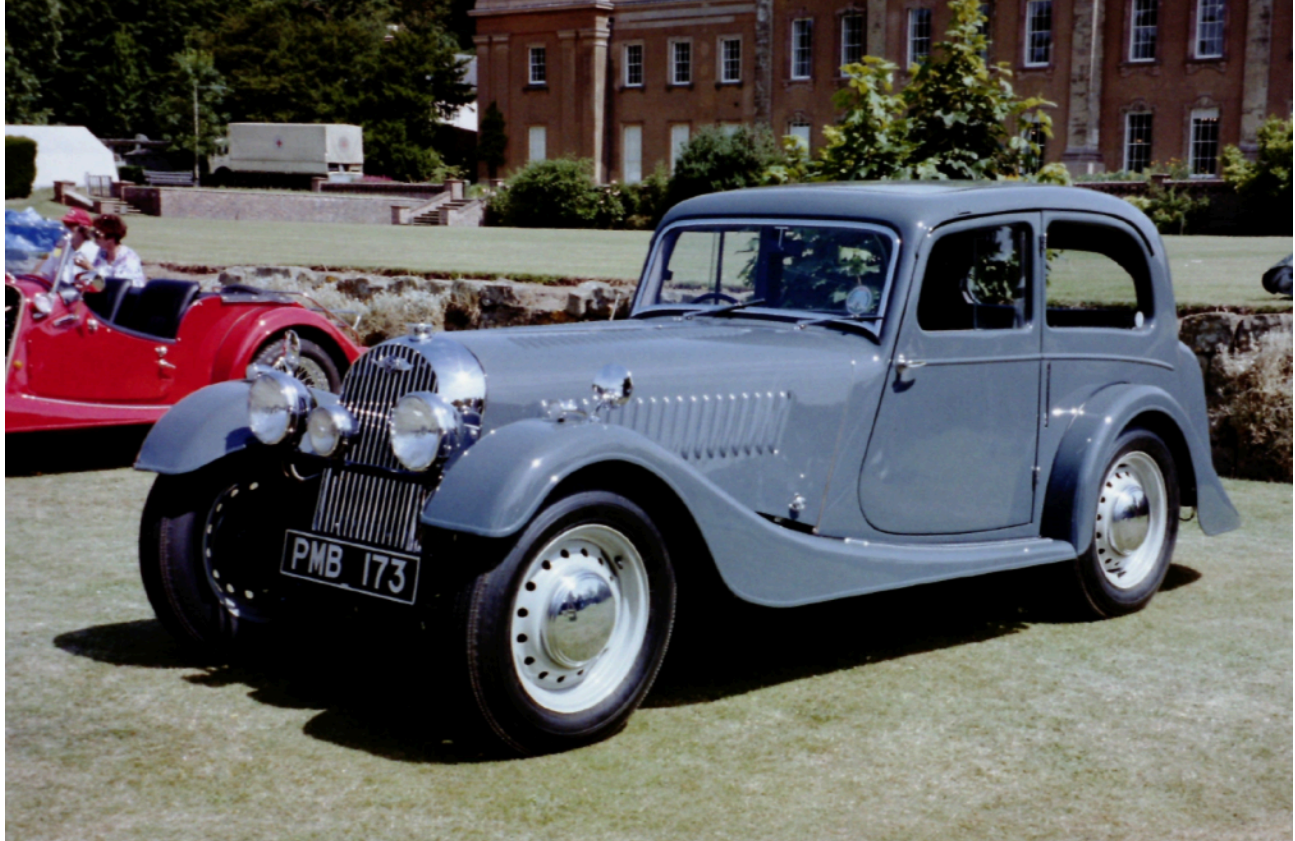


She owned her Royal Ivory 1969 Morgan 4/4, 4-seater for a few years when her children were young. Because the car was not as waterproof as others, she had to wrap her girls in towels when they sat in the back seat and were driving in the rain.



1952 Morgan Plus 4 saloon

By Mike Pullen



(Mike Pullen photo)



Unique Morgan +4 Saloon

It was bought as a bag of bits back in the 80's by our then club secretary and sold on later; eventually it ended up in the US, owned by Gerry Wilburn who gave it a full concours spec rebuild. I believe it is now in Europe. It is mentioned in John Worrall's book "Original Morgan".

This stunning car was built in 1952 on a standard +4 chassis. The body was created by Cooper Motor Bodies of Putney for a customer who demanded more comfort over the standard +4. In effect, it was the AeroMax of the 1950's. However, unlike the Aeromax, the saloon remained a one off, and to this day, remains unique in Morgan history.



The Morgan Link



MORGAN PLUS FOUR

A Morgan for all weathers – they've never made one!



Joanna hard at work but surprised anyone would want to ask her a question!

Well most of you will know there are some different Morgans which actually have proper roofs, instead of hoods. The Plus 4 Plus's (fibre glass bodied coupe), and the SLR's (Sprinzel – Lawrence Racing's aluminium bodied Plus 4) both had 'hard tops' but they were relative newcomers to the scene arriving in the 1960's.

Continued on 26...



Adrian manages to get some time to clean and polish without interruption.



Car is beautifully finished with everything gleaming under the bonnet.



Rear view shows the unusual lines.



*Sally at MOG 96 Himley Hall
in concours mode.*

Thank you to the MSCC Miscellany magazine for permission to reprint this four page article from April 1999 - Submitted by Mike Pullen.



The interior shows the Willburn's attention to detail.

After the Second World War there was a shortage of steel and the general quality of sheet steel was very poor anyway. In actual fact, if one looks at old car magazines although car production was limited between 1945 and 1948 because the steel was so poor very few cars of this vintage survived. As there was a shortage of steel, Morgan sold around 50 cars as rolling chassis and different garages and coachbuilders set about fitting different bodies on many of these cars. You will have read previously in Miscellany and in the different Morgan books of "a 4/4 woody estate" made by Peasmore Garages of Alphington near Exeter, "a steel estate", "a Standard bodied coupe reputedly three being built", and even a woody Coupe where the wood frame was on the outside of the body. There were also a couple of cars bodied by Dellow a firm more famous for their fiddle braked trials cars based on Ford E93A mechanics, and these cars featured an all steel body (no wood!!!) One of these Dellow bodied cars is believed to still exist in East Anglia, previously owned by Quentin English who did not know who had bodied the car whilst being the owner.

Obviously there are some cars whose bodies were not even documented, and generally the factory records did not show what body was fitted if not made "in house". One car which is well documented is the "Saloon" the one and only Saloon bodied Morgan say all the books but one day perhaps this will be proved wrong. It is amazing what comes out of the woodwork at times.

The Coachbuilding firm of Cooper Motor Bodies of Putney Bridge Road, Putney, London made the body for this unique car which was sold by a Morgan Agent at the time called Motourist Ltd. of North London. Although the firm is no longer in existence, the buildings are still there but with no indication of the premises former use. In a book on coachbuilding I was surprised that Cooper Motor Bodies were mentioned, but did not produce many complete bodies and mainly modified standard bodied cars.

The chassis was built in 1951 and the newly bodied car first saw light of day on the first day of January 1952. From the bonnet scuttle forward the car looks like a normal Plus 4 of the period, but the saloon bodywork which included metal sunroof and semaphore side indicators typical of the period sit well on the chassis. Back in 1977 Chas. Smith bought the car in bits and for a long time the car was stored in bits at a restorers in the Midlands without any real restoration work being completed. The car was resold in 1983 to another English Morgan enthusiast who lives in Belgium - Roger Moran. The condition of the car had deteriorated considerably over the years and whether the restoration project was considered too big a job or not, Roger decided to sell on and sold the car to Gerry Willburn who received the car in pieces, the car arriving in California, U.S.A. in February 1986. Gerry and his son John set about rebuilding the car which was not exactly an easy task as corrosion in the rear of the body and roof meant a great deal of skill was required to make new / repair whole sections and yet to retain the original shape and lines took a great deal of time and

patience. The car features the Standard Vanguard engine of the period a four cylinder 2088 c.c. unit which although not the most powerful engine around is regarded as "an old slogger" it just keeps going and produces a lively performance compared with the 4/4 of the period. The grey bodywork suits the car's age and character, and Gerry and John should be congratulated for their efforts.

The car was completed in 1993 and the Willburn's won much acclaim as well as many honours in different concours. The ultimate Concours in America is one where one cannot even enter a car, one has to be invited to participate, rather fittingly Gerry was invited to enter the Saloon at Pebble Beach, it must have been a great honour just to be there.



Time for tea in a minute.

A Morgan with a boot is rare enough but with Morgan wine as the load, what more do you need?

Gerry's wife Barbara should not be forgotten as she too was involved in the restoration by doing all the interior trim, this is in a grey leather and is an excellent job.

The car came back across the Atlantic as it was sold to Adrian van der Kroft. His first drive was from Melvyn Rutter's premises to MOG '96 at Himley Hall, near Dudley in the Midlands. Adrian and his wife Joanna have names for all their cars and although the saloon was nicknamed "PubMog" many years previously as one could drive it down to the Pub in any weather. This particular car is called "Sally" and after driving the car from Little Hallingbury Adrian and Joanna tried to clean the car ready for the concours they were entered for at Himley Hall. This was not an easy task as so many enthusiasts came to ask questions about this famous Morgan with a difference. Several times whilst wandering around the car park I was surprised to see Joanna working away polishing and cleaning and Adrian was engrossed chatting away. The car did win a prize at Himley and was part of the Team prize from Holland. Machiel Kalf being overall winner with his beautiful 4/4 and Herman Stultbegen's 4/4 with Adrian's Sally being 2nd overall.

The next time I saw the car was at the Dutch Silver Jubilee meeting of the MSCC Holland in 1997. The car was not driven by Adrian or Joanna. Though it actually was driven on the scenic run by Gerry and Barbara Willburn, who had come over from California for the event and Adrian kindly lent them "Sally". A special convoy run through Maastricht through the pedestrian area (with special arrangement) drew many crowds, as we were queuing for quite some time the Saloon started getting a bit hot and started to produce some steam. I happened to be a passenger in the car behind, when I asked Gerry if anything major had gone wrong, with a rye smile Gerry said "Well we were just brewing a cup of tea". Adrian is rightly proud of his "girlfriend - Sally" as he calls the saloon, just one of Adrian's rare collection of Morgans an unusual car indeed. It attracts attention wherever it goes.

If you think your Morgan is rare, because it was the first or last of a production run, just take a look at these photographs.



Interior typical of the period.



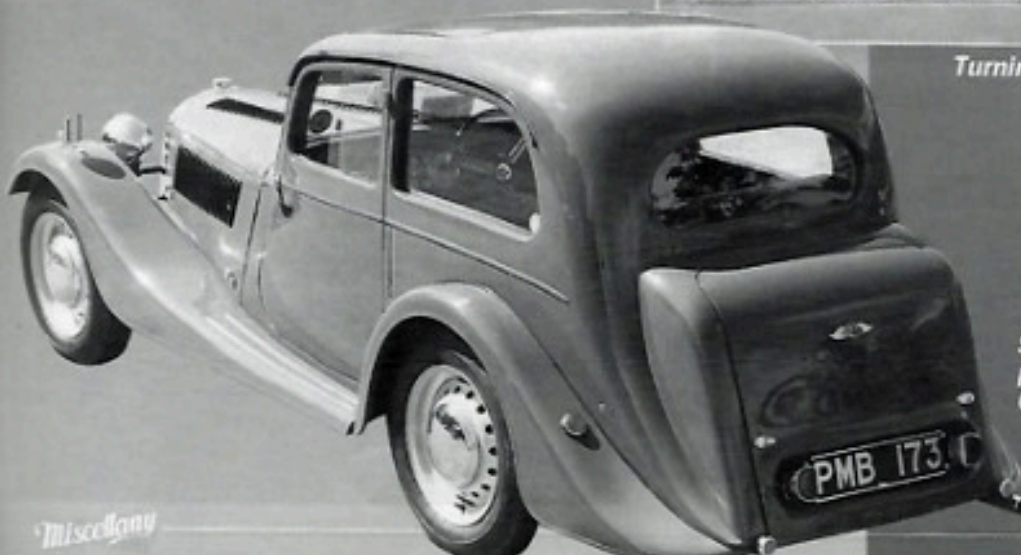
Adrian proudly collects his prize.



Coachbuilders plate on door.



Turning heads in Maastricht.



Saloon having won a prize at Himley Concours.

Miscellany

27



MORGAN THREE WHEELER

NEW 2021 Morgan THREE WHEELER Last new Heritage Edition ever from us // *LAST ONE BUILT!*

2017 Morgan THREE WHEELER Willow Green, Honey Tan Leather // *6,700 MILES*

1934 Morgan MX4 SUPER Matchless water-cooled engine, modified with foot pedal gas feed, dash mounted choke and spark advance // *BEST OF CLASS IN HUNTINGTON BEACH CONCOURS 2019*

1933 Morgan MX4 SUPER SPORT Silver, Matchless water-cooled engine // *GROUND UP RESTORATION*

1930 Morgan AERO VAN MX4 Vee twin engine, Pozzi Blue, Scarlet red leather // *FULLY RESTORED*

ROADSTERS:

NEW 2022 Morgan Plus Six the new era of performance and refinement // *ORDER YOUR EXAMPLE*

NEW 2019 Morgan Plus 4 2.0 Polished alloy center body with Rolls Royce Velvet Green wings, Black Leather, 5 black painted Factory wire wheels

NEW 2019 Morgan Plus 4 BMW Silver Glacier body, Morgan Sport Black wings, Scarlet with Royal Blue XT Leather trim, range of '110 edition' options

NEW 2018 Morgan Plus 4 Imola Red, Black leather, Black Wire Wheels, 2.0 direct injection Ford DOHC, double Vanos engine // *NEVER REGISTERED*

1995 Morgan Plus 8 Plus LS1 Corvette V8 powered, 6 speed // *ULTRA RARE BILL FINK/ISIS IMPORTS CONCEPTS AND BUILDS*

1984 Morgan Plus 8 Isis **TURBO CONVERSION** Special Corsa Red/Cinnamon leather // *PROPANE-POWERED*



1967 Morgan Plus 4 BRG, Tan leather TR engine, Moss 4-speed, Webers and SS hood scoop // *LOWBODY*

1964 Morgan 4/4 Green body Black wings, Black leather Wire wheels, 33k miles // *READY FOR RALLY OR EVENT*

1963 Morgan Plus 4 SUPERSPORT, Dark Blue, Black leather, Black 72 spoke wire wheels // *BEST ORIGINAL RACING RECORD IN EUROPEAN HISTORY OTHER THAN TOK258; SIMILARLY UNBEATABLE IN BOTH EAST AND WEST COAST VINTAGE RACE VENUES!*

1963 Morgan Plus 4 SUPERSPORT, British Racing Green, Black leather // *THE FERRARI 250GTO'S OF THE MORGAN WORLD*

1963 Morgan Plus 4 Two seater roadster, BRG, Black leather // *RESTORATION BY CHARLES ACKERMAN*

1962 Morgan Plus 4 Four passenger, Red body/ Black Wings // *RESTORATION BY PHIL EISENBERG & RICHARD TUTTLE*

1958 Morgan Plus 4 Bustleback Roadster, Dove Grey/Burgandy wings, Cream leather // *INSTANT CONCOURS WINNER AND A JOY TO DRIVE*

1949 Morgan Four/FOUR SERIES 1 Tan body with chocolate wings, Chocolate leather // *UNBELIEVABLE EXAMPLE*

OTHER MARQUES:

2021 Allard J2X MkIII Coming Soon!

2009 Aston Martin VIRAGE DROPHEAD Stunning!

1962 FIAT O.S.C.A. 1500S CABRIOLET by PININFARINA. Perfection!



Authorized Morgan Motor Car Dealer

(310) 998-3311

dennis@morganwest.net

WWW.MORGANWEST.NET

DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405



Morgan Vaccination Elation

By Dave Doroghy

Please note that this column was written and submitted to Steve on April 8th 2021. As such by the time it is has been published, vaccination dates, and other details may have changed.

I am 62 which means that I have not had my Covid 19 vaccination shot yet. I was born in 1958 and no matter how many times I hit refresh on the BC Government website the current immunization regulating needle graphic seems to be stuck on people born in 1953. Would you 68-year-old “slow pokes” please hurry up! You’re jamming the Covid jab line-up more badly than that freighter that was stuck in the Suez Canal.

When I finally do get my AstraZeneca cocktail it will be a real RED LETTER DAY. That is an old-fashioned expression I use way too often, that for any readers of this column born in the 2000’s (and won’t be jabbed till June) means a really good day. It will be such an incredibly GOOD day when after 15 months of waiting, after 15 months of carefully following the research and development of the new vaccine on CNN, and after 15 months of living like a semi hermit, I will be set free, sort of. It will be a real celebration when I venture out to get my inoculation; and as readers of this column know I use any celebration as an excuse to fire up my old 1966 Plus Four Morgan and take her out for a spin.



I am of course going to pull up to whatever pharmacy I’m assigned, in my beloved Morgan. I’ll fasten my seat belt around my bloated Covid belly extra tight, rev up the Triumph 4-cylinder engine, and as I slip my transmission into first gear, I’ll conduct my own “Operation Warp Speed” to the drug store. I challenge all readers of this column to do the same. Come on, have a little fun, CELEBRATE! I like driving my Morgan to all special occasions. When invited to a wedding, it’s a given I’ll take the Morgan. High School Reunions, Birthdays, Christenings, you name it, I show up in British Racing Green. If it’s an event that makes me smile, I’m taking the Morgan. And I’ll be beaming with vaccination elation on the day of my inoculation graduation. I only wish that Fraser Health or Coastal Health jurisdictions had a drive-thru vaccination program.



Speaking of vaccination drive-thrus here's a crazy idea that I want to put forward. The BC governments Pandemic directive to shut down all outdoor events, including the All-British-Field-Meet made sense and I take no umbrage with it. But it resulted in one of the greatest car shows in the world being cancelled not once but twice. So how can the Province make amends to the 600 people who display their cars at the show every year, and to the thousands of people who attend to admire our cars? Get ready for a brilliantly dumb idea that will solve two problems at once. Instead of assigning people a date for the vaccinations based on the year that they were born, let's assign vaccination appointments based on the year of their cars were made.

The current system is not working that well in terms of the long birthday wait list and is also inadequate based on the fact that many of the pharmacies we are supposed to visit have limited parking. Let's have all the vaccines administered in the parking lot of Van Dusen Gardens. One day people with cars made in 1955 will be allowed to show up to get vaccinated, the next day people with cars made in 1956 will show, up and so on. Because of the UK variant all people who own British cars will be given spots first. Not only will this new system iron out the current waiting times for us by having classic car owners form their own VIP cohort, but it will create a really cool spectator event to replace the cancelled two All British Field Meets. But wait, I have one more brilliant marketing idea. Since we still can't have more than five people gather outdoors, spectators would be asked to line-up six-feet apart along Oak Street from False Creek all the way to the Fraser River. Then on the appointed day all drivers of cars made in 1955 let's say, would parade down Oak to get their shot.

WARNING. The next paragraph overuses the story telling technique of alliteration. Proceed with caution.

You have heard or a Show and Shine? This will be an Inoculate and Integrate. We will stage it in the Spring, and I'll get a giant pharmaceutical company to sponsor it; we will call it the Johnson and Johnson Giant June Jalopy Jab Junction. Does anyone have Bonnie Henry's email address? I want to send her my pleasing pandemic proposal promptly.

Keep on smiling and stay safe everybody. Laugh out with joy when you finally get your vaccination shot and honk your Morgan's horn all the way back home!

Dorg's Red Letter Day!



SALES

SERVICE

RESTORATION

ASSEMBLY



MORGAN CARS MID-ATLANTIC

*Over 35 Years of Experience with European Classic Cars,
And 10 Years of Experience with Morgan*



501 Industrial Drive
Lewisberry, PA 17339

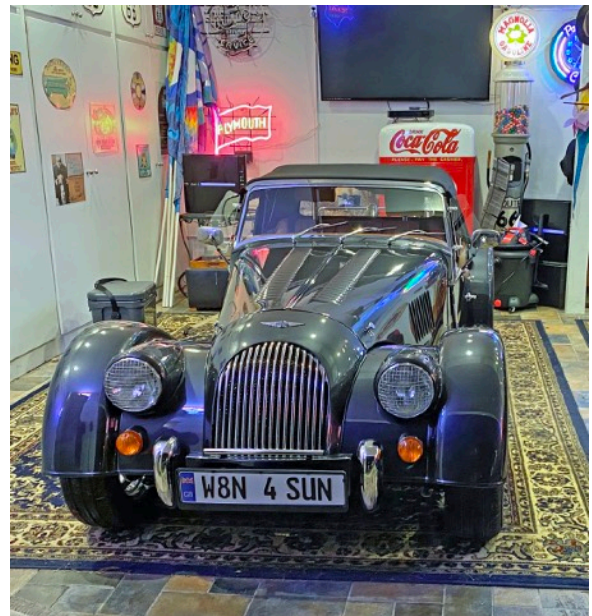
info@morgancarsmidatlantic.com

Contact Dennis or Lori Frick
717.932.6600

www.morgancarsmidatlantic.com

Welcome to our new advertiser!

Morgan Cars Mid-Atlantic has come on board with us by placing a half page ad. You will remember that one of our members, Tom Everts, purchased his brand new 2019 Morgan Plus 4 from them last year. Morgan Cars Mid-Atlantic built the car to Tom's specifications and registered it with the State of Pennsylvania. They also make a great looking custom engine cover which you will have seen as we documented the process of building Tom's car. If you have any Morgan needs, contact Lori or Dennis using one of the methods listed in their ad above.



Above - Custom engine cover
Right - Tom Evert's 2019 Morgan Plus 4

The Stroll File

By Allstar Crocks

Canadian auto sport enthusiasts will have witnessed in the last 3 seasons the growing influence of Montreal born Lawrence Stroll in the heady reaches of Formula 1 and more recently in that storied British automotive institution Aston Martin.

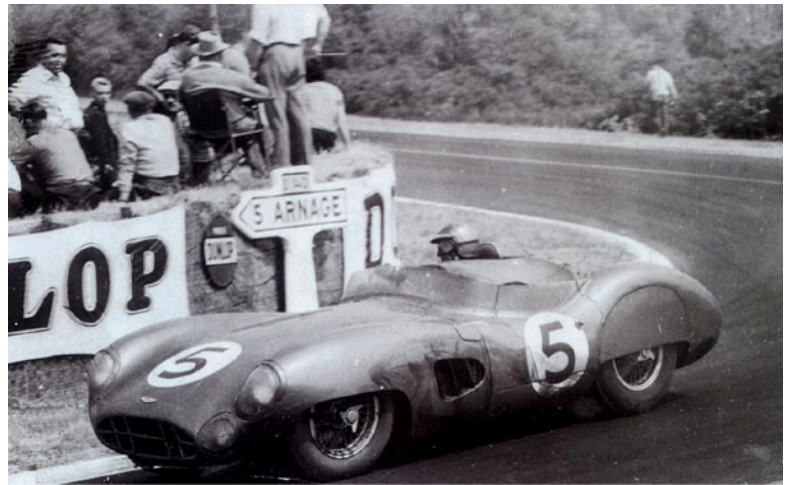
Stroll's association with motor sport began when he purchased the Circuit Mont-Tremblant in Quebec in 2000 and had it brought up to modern safety standards. Set in the splendour of the Laurentian Mountain northeast of Montreal, today it offers a racing drivers school, Karting tuition and circuit, together with track days for both 2 and 4 wheeled vehicles. It was therefore hardly surprising that his son Lance developed a keen interest in motor sport which resulted in his father organizing a seat for him in the Williams F1 team in 2018. By this time Williams were a pale shadow of their former selves and Stroll junior found himself constantly at the back of the grid with an uncompetitive car.



When a rival team, Force India, went into liquidation that same season, Lawrence Stroll purchased the assets and in 2019 the team was re-branded Racing Point with Lance Stroll along with Mexican Sergio Perez as the driver pairing. With a Mercedes power unit Racing Point were more competitive and ended the season 7th in the Championship. With the same driver line up for the 2020 season the new car was branded a clone of the winning Mercedes car of the previous year much to the irritation of the competition. The Renault team lodged a formal protest specifically relating to the brake ducts arguing that the rules state these must be designed by the team and not copied. This protest was upheld and Racing Point were fined \$600,000 CDN and had 15 points deducted from their constructors points tally. Undaunted Racing Point continued to make progress culminating in Perez gaining the team's first victory with Stroll in third spot at the Sakhir Grand Prix.



As a back drop to the 2020 season it was revealed that Lawrence Stroll had purchased a significant slice of Aston Martin. Tracing its roots back to 1915, space does not allow your scribe to list the number of owners of this prestigious marque but the most notable were David Brown 1947-1972 and Ford 1991-2007. The former invested heavily in the company which saw it win Le Mans and the Sports Car World Championship in 1959 and introduce a series of road cars with the prefix DB (David Brown) Possibly the most famous of these was James Bond's DB5 which established the company as an international brand.



Aston Martin at LeMans in 1959

Under Ford, Aston Martin's fortunes prospered but the dire state of Ford's own financial position by 2006 dictated that AM was to be sold although by this point they were more profitable than they had ever been. A private limited company purchased the business and the Company went from strength to

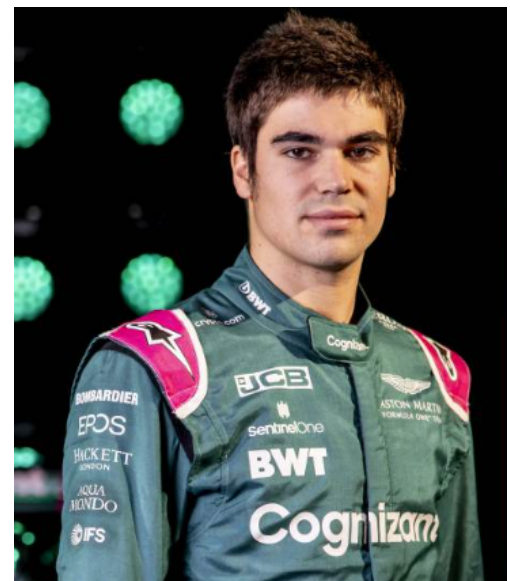


Aston Martin's DBX

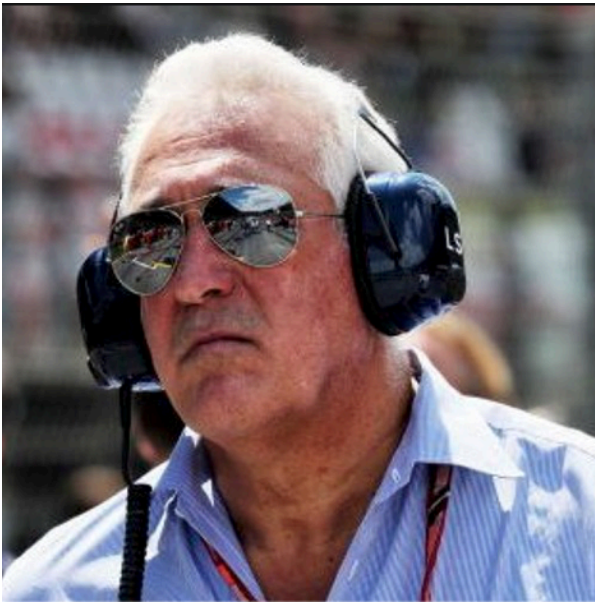
strength building upon the considerable investment that had been made by Ford. In 2013 a partnership was formed with Daimler to supply AM with electrical systems and later engines which appeared in the DB11 launched in 2016. Daimler have since increased their holdings to 20%. Flushed by this success the Company decided to list itself on the London Stock Exchange and investors, buoyed by the announcement of a soon to be launched SUV dubbed the DBX to be built in a new factory in Wales, the flotation was considered a

success. However, delays and cost overruns on this project saw the share price crash and it was at this point enter Monsieur Stroll with a timely injection of cash.

On reflection this was a canny move by the Canadian. Having established a working relationship with the MB F1 team (Daimler), the purchase of a holding in Aston Martin who were part owned by the German company and who supplied technical support, Stroll was consolidating the relationship. He was not slow to point out that he had been very successful in promoting luxury brands the likes of Pierre Cardin, Tommy Hilfiger and Ralph Lauren.



(All photos courtesy of the Internet)



Lawrence Stroll

have a miserable time of it as he saw out his contract with the Prancing Horse team.

This was in stark contrast to Perez's solid performance for Stroll's Racing Point. To the neutral it should have been Stroll junior who should have been side lined. During the closed season Perez has signed for the Red Bull team so it will be interesting to see what evolves not only with the Aston Martin F1 car but its driver combination. Will nepotism undermine Stroll senior's impact on F1 in contrast to his past success in the fashion business?

Watch this space!

Lawrence Stroll is now Chairman of Aston Martin and the Racing Point Team have been renamed Aston Martin Cognizant, restoring the famous name to Grand Prix racing for the first time in 61 years. It is a bold venture. By combining an established luxury brand with the technical backing of Mercedes Benz, Stroll is relying on his own marketing expertise to restore the Company's fortunes.

However, there have been question marks about his judgment when he announced last summer that he was releasing Sergio Perez and had signed Sebastian Vettel for the 2021 season. This raised a few eyebrows as Vettel, in spite of being a 4 times World Champion, had just been terminated by Ferrari and continued to



Sergio Perez



Sergio Perez's First Red Bull Racing Drive

Morgans in the Movies

By Steve Blake

Tell Me if It Hurts!

Starring Russell Waters, Patrick Ross, and Freda Silcock

This is a 1934 short movie directed and written by Richard Massingham.

Luncheon at a respectable restaurant. A diner damages a tooth. In intense pain, he telephones his dentist's surgery. He rushes there by taxi, as fast as the London traffic will permit. Arriving at the surgery, he is left in pain in the waiting room. He is treated with extensive drill work, he suffers, he recuperates. The operation to save the tooth has failed. Work must begin again, suffering recommences...

This was the first film to be shown on British Television, other than cartoons and newsreels, in March 1938. It was banned for a period of time because it was believed to ridicule the Dental profession and it showed a surgical operation.

The star of the show for us is the 1929 Aero Super Sport Morgan 3-wheeler seen driving down the street.



There are a couple marketing videos that Morgan Motor Company has produced that are worth watching. These two videos will only take you a couple minutes each but they are well produced and worth a watch.

Into the Night - (Youtube 1:54 minutes)

“The busy streets of a city do not immediately spring to mind as perfect driving roads. But when darkness falls, and the chaos turns to calm, there is a unique enjoyment in a roof down city drive. Our latest film, Into The Night, celebrates those rare and cherished moments when you are alone in a city, roof down and at one with your machine. Our sports car of choice? Naturally, a Morgan, more specifically the all-new Plus Four in a striking Miami Blue colour. Enjoy...” - Morgan Motor Company

<https://www.youtube.com/watch?v=t62OMRnhk-8>

All New Morgan Plus Four Launch Video - (Facebook 2:01 minutes)



A mix of Morgan's time-proven craftsmanship and the latest in powertrain and platform technology. At 70 years young, the Plus Four enters a new chapter with the introduction of an all-new model. Discover more at www.morgan-motor.com/plus-four #PlusFour

<https://www.facebook.com/morganmotor/videos/all-new-morgan-plus-four-launch-film/2355137311445134/> (When you connect to this one, you must turn on the sound)



Andrew Smith - A Morgan Metal Craftsman - Part 3

By Steve Blake

We continue this month with our conversation with Andrew Smith who spent over 22 years working at the Morgan factory. He started there as an apprentice and worked his way up in the tin shop. Andrew's insights into the day-to-day life of a shop employee give us a different perspective on the Morgan Motor Company. We mostly read history that focuses on the cars, the company, and the Morgan family. Andrew's perspective is unique because he is recollecting what he experienced as he was on the job building our wonderful cars.

One correction from last time as pointed out by Lorne Goldman. I caught Andrew off-guard with a question about where the wings were made. He was thinking it was Classic Sheet Metal but actually it was Vintage Wing and Radiator. James Gilbert, the PR/Communications Manager at Morgan informed me that Vintage Wing and Radiator in Manchester made the wings from the 1960s up to 1997. They still supply wings for spares but not for production. From 1997, all wings are made by Superform in Worcester.

Under Steve Morris's direction, Andrew made the wings for the first two Aero 8s (the rest were made by Superform) and he also made a set of wings for the Plus 8 that were laser copied by Superform for their outside production run of wings. Andrew made the wings for the 2012 Aeromax.

Steve Morris made the wings for the Big Blue GTR. These were made from existing wings that were cut and welded to fit. The rest of the wings were brought in. The tin shop would then attach the headlight pods and trim and fit the trailing end of the wing to fit the individual car. The outsourcing of the wings was one step along the way of changing from handmade to hand-built.

I asked Andrew if there was a lot of communication between the tin shop and the wood shop when they were fitting the metal panels to the make the bodies. He said there was a lot of communication because some guys would run through the bodies very quickly. The wood frames would then be a little on the rough side. If they weren't finished up properly, we would have to tell them to come and sort it out because you missed a bit here or didn't countersink a screw enough. If the screw were sticking up a bit, when I put the

panel over it, the screw would show. It wouldn't sit smooth. So, you would go find out who did the body, by getting its number. Then you would see the wood foreman and have the fellow come sort out the problem, which would usually only take 5 or 10 minutes.

Sometimes the doors weren't set up quite right so they wouldn't look right on the body. They would need to be adjusted so once the body was skinned, it was pleasing to the eye. Depending on who made the body, you might get the same issue every time. Eventually, they would figure it out. That is the beauty of handmade cars; they are all slightly different.



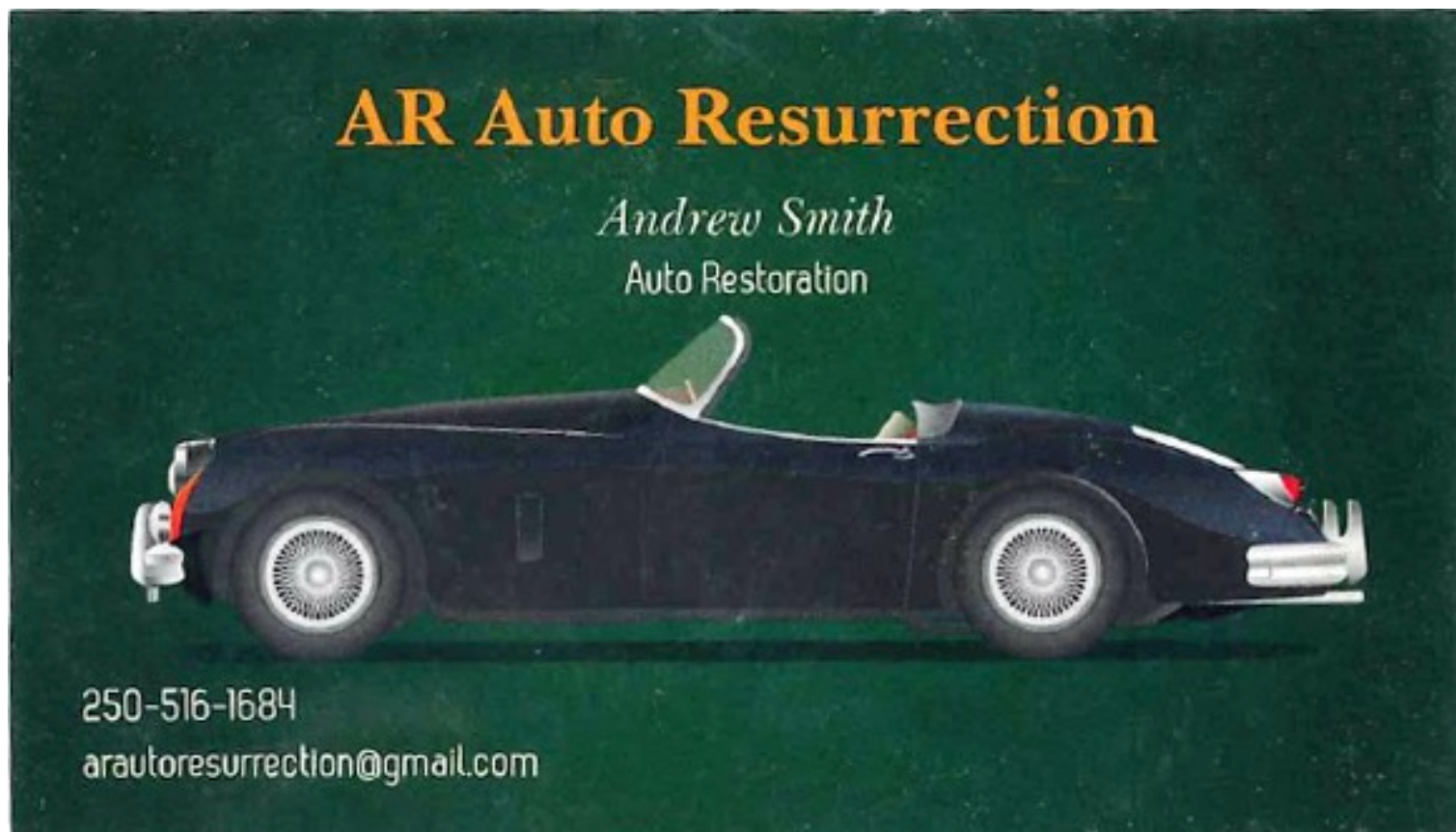
Steel and aluminium wings for a Morgan Plus 8,
(Courtesy of Vintage Wing and Radiator)

Yes, none of the cars are the same. I used to be able to go to a car show when I was paneling the bodies and I could say, "This one is Terry's, that one is Pat's, that is one of mine." You didn't put your number stamp on the bodies but little things were different. Everybody had their own way of doing things that make the car unique. Different things, like the drip wire around the doors, different ways we would file the edges, at the back of the doors, some would have it flat and others would nicely round it off. Little things were different like how each person put in the panel pins or screws. The part wrapped under the door would be longer with some guys.

I suggested, as long as we don't have one fellow working on one side of the car and somebody else working on the other, we would be okay. That is why they would have one fellow working each body by themselves. As an example, Andrew explained how he would use the head of his ball peen hammer to measure the distance between panel pins. He would put one pin in and put his hammerhead next to it to measure the space to where he would put the next pin in. His hammer was a different size to the fellow working next to him so he would be spacing the pins slightly differently.

That would make it interesting for the guys restoring their cars, if they were comparing their car to another one. Yes, there are different nuances depending on who built the car. There was a mixture of guys at the factory. Some of them were trained by Morgan and some came from Austin, Rover, Lotus, or Jaguar. He apprenticed, was trained, at Morgan by a fellow named Terry. If he was struggling with a way to do something, he might ask the guy from Rover, next to him, how he did it. He would show Andrew and he might adopt that technique. They all had their own way of doing things and through the years, each would figure out the best way for himself.

Next month, we will talk to Andrew about some of the personal experiences he had while working at Morgan. For example, how did the workers get on with the people on tour and what famous people visited while he was there. We will also hear about the infamous grotty pond just past the bottom end of the factory buildings and how it was used by the workers.



AR Auto Resurrection
Andrew Smith
Auto Restoration

250-516-1684
arautoresurrection@gmail.com

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Inside the factory during quieter times back in 1974 - Steve Blake photos



Painting at Home

By Colin Gurnsey

For the past year and a half I had been making improvements to my 1953 flat rad Morgan. It's a Morgan +4 which means it has four wheels, a four cylinder engine and, wait for it...a 2-litre Triumph TR3 engine. The car weighs about 1500 pounds so the + represents significant increased power over its primary competitor the MG TD of 1953.

I acquired a new steel chassis and bulkhead for the car. Chassis on these cars are considered to be consumables and readily available as replacements. I next replaced all the wooden floorboards and about half the body's wood frame and sheet steel covering. I cut all the rusty bits from the fenders, welded in new 18 gauge patches and readied the car for painting. Generally, being a glutton for punishment, I've been doing all the work myself.



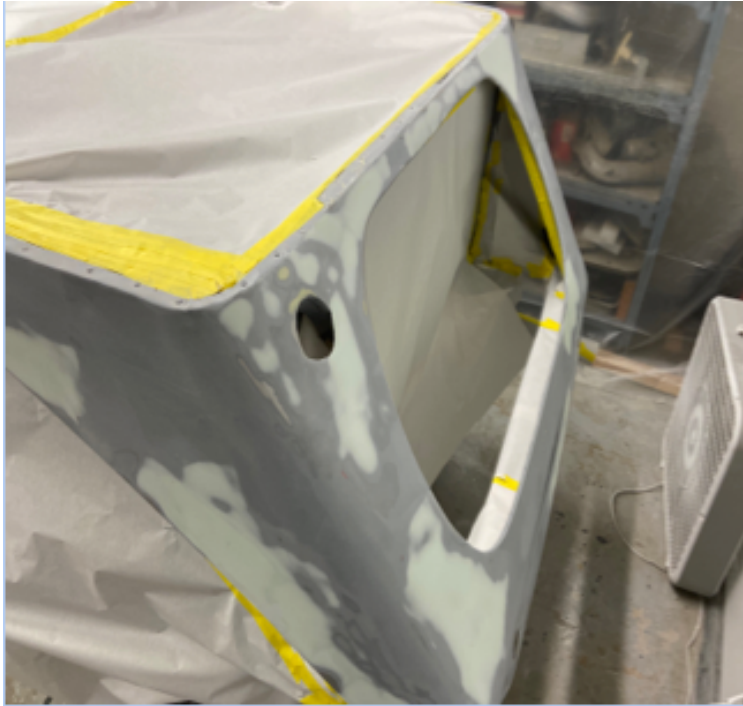
Before painting, I decided to convert my garage into a paint booth. I planned on using single stage urethane final coat paint and epoxy primers so needed a good clean air control setup. I first acquired two 20 inch box fans so I would know the dimensions to frame up the outer part of my garage door. Because the door rolls inward as it is raised it was necessary to covered the outer part of the door frame with heavy plastic. Note the centre section of plywood with a 20 inch opening on either side. Next, I fastened 2 X 3 boards to the ceiling for the length of the paint booth area.. I laid similar 2 X 3s on

the floor then put up studding using one building screw in each stud top and bottom to create a wooden armature to which was fastened heavy plastic sheeting. I found that the plastic sheeting needed to be reinforced with duck tape in order for the plastic not to pull away from the staples holding it to the wall boards.

At the back end I created a air inlet space to hold two furnace filters. The air inlet is high while the fans are at ground level so that a sort of downdraft effect would remove any dust or chemical gases from the paint process.



Next, I cleaned all the dust from the hanging lights in my shop and cleaned the floors. Here's me all dressed up for a painting party... our dog wonders who I am.



I made these body panels with new metal but they still needed body work to get ready for painting.



The car was cream with brown fenders when I purchased it. It will now be red body and black fenders.

(Photos submitted by Colin Gurnsey)



From the Lorne Goldman Archives

Courtesy of Forbes - Sept 24, 2002

Magnificent Morgan

By Gary Anderson

The Morgan Plus 4 Super Sports model was introduced late in 1961, offering arguably the best price-for-performance value available at that time. Its lightweight aluminum body provided crisp handling in a design reminiscent of the great, fully fendered sports cars of the 1930s.

Between 1961 and 1968, only 104 of the English-made, aluminum-bodied Super Sports were produced with Triumph TR4A-engines. Of the 95 two-seat cars built for sports car competition in the U.S. and abroad, 50 carried the low-bodied roadster coachwork of the example shown here. (By the way, the "plus" in the name is said to have been coined because the engine in this car is more potent than the one in the model that preceded it, which was just known as the 4 and sometimes the 4/4.)

This car--Baby Doll V--is famous in Morgan circles. It was ordered from the factory in the spring of 1962 by Lew Spencer, a well-known Southern California Sports Car Club of America member and local Morgan dealer. This car was to be his ultimate Morgan racecar; a sleek, low-body successor to Baby Doll IV, the car with which he won the 1962 SCCA C-production National Championship.

Fortunately for his racing competitors, by the time Baby Doll V arrived, Spencer had sold the Morgan dealership to go to work for Carroll Shelby. After that, Spencer only had time to campaign Baby Doll V on occasional outings in nearby SCCA National events. He was successful in the few events he was able to attend.

1962 Morgan Plus 4 Baby Doll V



Courtesy Sports Car Market

The amazing Morgan Baby Dolls are accomplished "giant killers" in historic circles, where they have regularly beaten small-block Corvettes, Porsches, Abarths and Jaguar E-types, despite their smaller-displacement engines. This classic, time-honored piece of Morgan racing heritage, with less than 350 race and test miles on it since its total restoration in 1989, was sold by RM Auctions in Santa Monica, Calif., on May 25, 2002, for \$104,500, about five times what a non-race Morgan Plus 4 would go for



1959 Morgan Plus 4 Baby Doll IV

Compared to classic cars restored to original production specifications for street use, the value of cars intended for racing is much more variable. In vintage racing trim, the more common models of Porsche or MG are likely to be worth less than their street counterparts, even though the investment in them may have been much greater.

On the other hand, the value of very desirable racing models made by Ferrari or Jaguar will be relatively unaffected by whether or not they are race-prepared.

The Morgan Super Sports, like its closest counterpart, the Austin-Healey 100S, falls somewhere in between. It was originally produced and sold for racing purposes, and the model's value won't be negatively affected by the modern modifications required to make one legal for racing in vintage-only circuits.

And on the positive side, the car's provenance and racing history will add to its value (if the perspective buyer wants to race, of course), since that background is likely to affect its eligibility for the most elite race events. With an unbroken history--its whereabouts and its condition continually known by Morgan enthusiasts--Baby Doll V has a provenance of significant value. And the fact that this car was developed for racing by two well-known specialists may make it the best Morgan racer in the world and therefore easily worth much more than the suggested *Sports Car Market* magazine price of \$65,000 for a Plus 4 racer of less heralded pedigree.



2013 Morgan Plus 4 Baby Doll VI

The Morgan +4+ is a unique car with only 26 or so built. If it was a Ferrari 250 GTO with racing history, it would be selling for US\$50 Million or so. They built about 36 GTOs. The +4+ is much rarer but...

I have a story on the one below, the first ever built. It was abandoned under debris on the Pickersleigh property. John Sheally II, the garage fella was a very close friend, *like Bill Fink*, of Peter Morgan, (and myself!!). John even wrote a book on +4+s and had restored more of them than anyone. *IIRC*, 5-6. He was strolling around with Peter in the Pickersleigh yard one day, and asked whether he could work his magic..on that car. Peter said it would never be touched, but if it was, JHS2 would be sent the car in Norfolk Virginia, where John lived. Peter offered JHS2 a souvenir, which John happily accepted. Peter called for a fellow and they brought out a chainsaw, and they cut off a corner of the car, headlight bucket and all.

Many years later, after Peter had passed, Charles, who knew the story and Peter's Will, gave the car to Melvyn (a Charles appointee) to restore when they were expanding the Factory again for the Aeros' part shop. Charles didn't follow Peter's wishes and send the car to John.

So years later, JHS2 gets an email from Rutter **demanding** the corner back! I immediately got a call from John, who was VERY hurt, asking for advice. You can imagine my counsel. It could be summed up in two words... The dear corner is still hanging from the rafters in the JHS2 garage.

Lorne Goldman



Audrey Goldman with the first Morgan +4+ in the Morgan Motor Company museum
(Lorne Goldman photo)

From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



Rebuilding Morgans

Friends, I fell truly in love with Morgans in San Francisco in 1976. Friends there gave me their Morgan to use while I was trying to find a job. For three weeks, I drove it all over San Francisco. It seemed like I was a movie star! Everybody smiled, waved, and stared. It was a handsome car indeed, it handled well, cornered great, and had as much power as one could ask. What made me say, "I gotta have a Morgan," was the emotional lift from all the warm response from everyone, even cops.

Then when I really began looking to buy a Morgan, the prices were far beyond what I could afford. Being familiar with the old VW Beetles of that era, it occurred to me that I could build a wooden body-frame on a VW chassis. Removing a body from an old Beetle, leaves all the essentials: engine, gearbox, brakes, and steering. So, it was only a matter of building a body-frame on a VW chassis.

In 1983, I bought a '68 VW sedan for \$350 and began the project on weekends and evenings. Midway into the build, I found a '61 Morgan Plus 4, 4-seater. A new well-built body-frame and 50-some boxes of parts for \$2500 in Sunnyvale, California. I had to promise to finish the fake Mog before starting the real Morgan rebuild. I still own the fake which is called a Plus Faux, and driving it does get the same warm response from all.

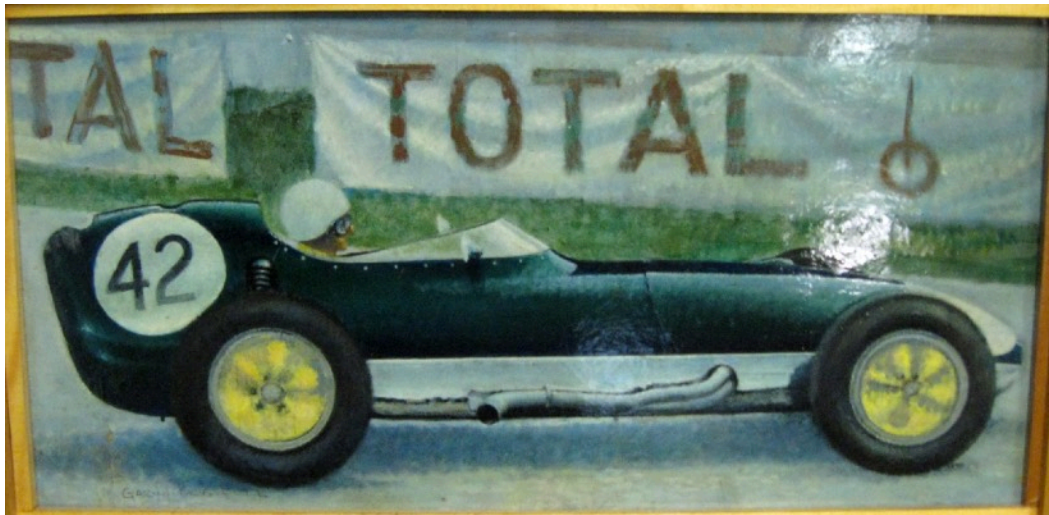
Recently, the wild camshaft was replaced with a more reasonable camshaft. When the engine was back in place there was an oil leak at the bottom of the engine. Dumped the oil and cleaned the engine case where it was leaking, and applied a Permatex product called liquid Metal Filler. After this cure, there was no leak. So, if you need to add metal somewhere, it can be done without oxygen and acetylene.

When I found my '61 Morgan Plus 4, 4-seater, I had no idea where to begin. This was what is called a pile, a chassis and 100 boxes. I volunteered at a restoration shop in Seattle, three days a week for six weeks. This was early '89, and then the shop began paying me \$5 an hour. Mostly, it involved taking apart older cars which were to be restored.

I did a lot of bead blasting to remove paint so the metal could be examined to see what needed to be done. Eventually, I began to see the things my Morgan required. And honestly, the Morgan work was the simplest of any cars that were being rebuilt in the shop. After a few months, I moved to a shop whose work was very much better, and whose program was as good as any shop I have seen. Then a pair of club members asked me to rebuild their '65 Morgan 4/4. That project was a way for me to learn how to rebuild a Morgan alongside my Morgan. Eventually, there were seven Morgans rebuilt under my hands.

All this is to show you that rebuilding a Morgan is liable to be the easiest rebuild in the world of automobiles. Those rebuilds were done with only one complete engine needing to be rebuilt. My Triumph engine went to a very good machine shop in Seattle. The machine work was two grand, and I assembled the parts for a good running engine. All this is to tell you that if you start to think your Morgan could do with a refresh, you are the best person to do this. Recently, I heard the shop time charges at two local shops; one at \$85 and another at \$120 an hour. With these costs, you can say you're making \$85 or \$120 an hour and you are going to do the best work, as it is your handsome little Morgan!

The Art of Cuthbert J. Twillie



Gary Bell aka
Cuthbert j. Twillie



Do you have a talent? Are you an artist or crafts person?

Send in photos of your work and we will highlight it here. It is always nice to be able to showcase member's work. Sketches, prints, pottery, needlepoint, or ????

As long as it has an automotive theme, preferably Morgan, we welcome your submissions.

Morgan Fantasy Photos

I came across several interesting photos of Morgans shot as artwork or for ads or to capture a moment. Enjoy the art!



“Looking Back”

This new feature looks at old articles having to do with our club, PACMOG, and the club from which we originated, MOGNW. The two clubs have a close relationship and there are lots of great memories to share. In this section, we will re-print some of our old articles and photos. This month, we continue with a blog article written by Win Muehling.

Morgans to Montana 2013 - Part 2

By Win Muehling

Ft. Benton to Great Falls - Saturday, September 14, 2013

On Saturday morning half of our group left early to head directly to Lake McDonald Lodge in Glacier National Park while the rest of us made Great Falls a stop-over.

This gave us stragglers some extra time to enjoy the sights of Ft. Benton before embarking on the 40 mile drive to Great Falls. Forty miles of totally straight road through wheat fields dotted with grain elevators. No chance to get lost on this stretch of road!

Much to be seen in Great Falls - the Lewis & Clarke Heritage Museum, the Charles Russell Museum of Western Art, and of course, the falls.

Dinner in Great Falls at the famous Eddy's Supper Club where Burt and Mary announced the birth of another grandson with a champagne toast. Excellent steaks by all reports!



Try to find a straight road like this in the UK!



(Win Muehling photos)

Great Falls to Glacier - Sunday, September 15, 2013

Sunday morning the small group which had opted for a night in Great Falls (rather than 2 nights in Glacier) headed up Hwy. 15. We were advised by our advance party to avoid Hwy. 89 due to a 6 mile stretch of construction work making it rather hard for the moggies. Although Hwy. 15 was the main route heading North, it proved to be quite enjoyable with a variety of landscape, but no mountain passes to conquer. Soon the Rocky Mountains came into view and not long afterwards, the entrance to Glacier National Park at St. Mary's.

A quick stop for lunch and then up the road towards Logan Pass, at a much slower pace due to the traffic and park speed limits. Much construction on this side of the pass, which also slowed us down. It seems that the whole world took advantage of the beautiful warm weather and decided to visit the park as all parking areas were packed, including the Logan Pass Lookout, where the Road to the Sun terminates. Fortunately, the friendly park ranger allowed us to park in the bus area while we attended to some minor overheating issues. While tending to our cars, we spotted some bighorn sheep on the mountain side above us, and the park ranger indicated that mountain goats could also be seen by taking a short hike.

After about 30 minutes we started the long descent on the Road to the Sun towards Lake McDonald, where Lake McDonald Lodge is located - our hotel for the night, which by the way is well over 100 years old. What a breathtaking view for the next hour as we descended the narrow road into the valley! We arrived in time to spend the rest of the afternoon on the veranda and grounds of this magnificent lodge, enjoying some cold beverages and catching up with the earlier arrivals.



(Win Muehling photos)



The Morgan Link

Midlands Matters.....from Bill Button

PORT TOWNSEND B&B WEEKEND, APRIL 8-9, 2000

Craig Runions organized a great weekend for the MOGNW members. Not everyone drove a Morgan. Some came for the whole weekend, arriving Friday and leaving Sunday. Others came Saturday, visited Buckland's car collection on Marrowstone Island and went home while still others came Saturday to stay the night and enjoy the Ravenscroft no-host social and Italian dinner at Lanza's. The highlight was again Ted and Shyrl Buckland's car collection featuring the new addition of the CanAm Mantra. Not a race car but a race car for the street. Powered by a rear engined 350 Chev it certainly is a "Road Rocket". This is supposed to be the last addition to their collection as they are out of space. But I expect that to be remedied. Shyrl says "don't you think Hemmings is thinner? It should be because we are buying everything". 30-35 MOGNW members had a great time!

The overnight accommodations were excellent. Ravenscroft Inn was purpose built in 1987 as a B&B. It is not one of the old mansions, however it looks like one and it is in the midst of many of the Port Townsend mansions. Judy Runions' brother and sister-in-law just recently purchased it. If Port Townsend is your destination be sure to stay there. It is very nice and the breakfast will run your motor all day long.

Only 6 Morgans made the overnight trip: Runions, Nelson, Weiskind, Ward, Marten and Bailey, all the way from Kelowna, BC through the snow in their Drophead. Other Morgans there just for Saturday were Sullivan and Austin. Beautiful sunshine, winding country roads, Saturday lunch at Port Ludlow, we were all looking good! Judd Marten drove his old +4. Judd recently purchased a new +8 from ISIS. However some wet pavement and bad luck ruined his new car shortly after purchase. It hadn't even been licensed in Washington. Robert Couch is repairing/rebuilding the car and Judd came to check it out. He should be back on the road this spring. Button could not get his Morgan started so it remained in the garage. After discussions with Bob Nelson and Judd Marten, it was apparent that a 5 minute wiring connection would have solved the problem.

The collection of Morgans really brought out the locals. There was even an Aston Martin that came by to check us out. Now that is status!



EXTRA EXTRA On the cover, a Runions spy photo of the new(?) Morgan factory here in the U.S. Nicely aged and on a railroad siding in northern California, the new plant is in response to unprecedented demand for the new Aero 8. Malvern cannot keep up the necessary one car a week production schedule, so after a long and exhaustive search, this facility, already appropriately signed, was secured. Workers in England are lined up to transfer over here once the paperwork is complete.

Thank you to MOGNW - Reprinted from the NW Mogazine Vol 20 No4 - April 2000



Website Report

By Tom Morris

www.pacmog.com

Fourth Annual MORGAN MOMENTS SNAPSHOT CONTEST Entries are now OPEN

This contest is all about capturing those special Morgan Moments that happen at every Morgan event. You don't have to be a great photographer or have a fancy camera to enter (or even win) the contest. Some of the best shots in past years have been taken with mobile phones. Send us one or more of your favourite snapshots taken at any of this year's Morgan Events to enter.

Contest Rules

All photos must:

- be taken by a PacMOG member or a member of their family
- be taken at a Morgan Event in 2021
- contain a recognizable part of a member's Morgan car

Judging Criteria

Entries will be judged by PacMOG members.
Votes will be cast at the end of the year via the website.
Voters will use criteria of their own choosing when casting their ballots.

For the purposes of this contest a Morgan Event is defined as any event attended by 3 or more PacMOG member's Morgans within British Columbia or one member's Morgan outside that area.

**** UPDATE ****

FOR THE DURATION OF THE PANDEMIC ISOLATION RESTRICTIONS A MORGAN EVENT IS DEFINED AS ANY TIME A MEMBER'S MORGAN IS AWAY FROM HOME

Entries close at Midnight Thursday December 31, 2021

Upcoming PACMOG Events

By Ken Miles



Watch your emails for news of the next drives

(Susan Blake's photo from the navigator's seat on Robbie Burns Run)

Nigel Matthews Presentation - Monday, May 10, 2021 - 4:00 pm

Topic: Intermeccanica: The story of the Prancing Bull. 1959 until Present

Zoom invitation will be emailed to you.

The Next Drive - Westwood and Pitt Lake (Note: This drive has been approved by the BC Provincial Health Officer's department)

May 15, 2021 - meet at 10:30 for 11:00am departure

Starting place - Starbucks at Kensington Square, Kensington and Hastings, Burnaby

End point - after 2 hours and 84km, we end at Mariner Brewing Co., H-1100 Lansdowne Dr., Coquitlam

Let Brian Nixon know if you are attending - nixon.b@outlook.com

While this event is based out of Ontario, it is virtual, this year, so we can all take part.

Good Morning BCCI Member Clubs,

This information has come from Ian Macnab (Victoria British Car Club) and he would like to spread this news among the member clubs of the British Car Council:



July 10, 2021

For over 25 years, Brits-in-the-Park has been regarded by many as one of the best British car shows of the season. We were saddened to have to cancel last year and were very much looking forward to this year. Unfortunately, health and safety considerations preclude our normal Brits. However, we are determined to put on a good show for everyone and are thus preparing for a virtual car show – **Brits (not quite)-in-the-Park**. While acknowledging that the ‘normal’ Brits is what we all would most want, we believe that this year’s show will be memorable in its own right and invite you to be part of it.

Here is how it will work:

There will still be the 17 classes of British vehicles as in past years.

This year there will be no entry fee. The Victoria British Car Club is covering all costs as our way of supporting and promoting the British motoring hobby.

To emphasize the importance of you as a participant, no Victoria British Car Club vehicle will be part of the awards judging. A separate division of club cars will be considered internally by our club.

You as a participant will send a photo or photos of your car along with a few notes to a dedicated e-mail address. An entry form is being developed and will be distributed shortly along with a ‘return by’ date.

If you wish to receive an entry form, please e-mail Britsinthepark@gmail.com and we will send one directly to you when it is available.

Judging for awards will be done by teams from the Victoria British Car Club. We will consider your photos submission and your car notes in judging.

From this, award recipients will be chosen in a similar manner as the ‘*people’s choice*’ voting has been done in the past.

Award certificates for 1st and 2nd place in each class will be presented. These will be 5x7 certificates suitable for framing. They will be sent to you by mail following the show.

Recognizing the high regard that we all have for our cars, those participants who do not receive a place award, will be duly acknowledged with a certificate of participation as our thanks for making this year’s Brits most memorable.

More information will be forthcoming as we proceed with organizing this unique Brits.

We sincerely hope that you will participate in and enjoy this event. It is important that the British motoring fraternity come together as we can during this time.

Ian Macnab for **Brits (not quite)-in-the-Park**

Victoria British Car Club
Britsinthepark@gmail.com

Crossing Our Fingers for September!!!

Updated April 1, 2021

The Greatest Show on British Wheels, Vancouver ABFM, is pleased to announce that Hagerty Collector Car Insurance will be the Presenting Sponsor for the 35th anniversary event at VanDusen Botanical Garden, Vancouver, B.C. Canada.

The Vancouver ABFM is tentatively scheduled for September 11, 2021 with the Whistler Run on September 12, 2021. Of course, this is dependent on decisions made around the Covid-19 pandemic.

“We are pleased to welcome the world’s largest collector car insurer and automotive lifestyle brand to partner with us as the Presenting Sponsor for the 2021 ABFM show,” said Patrick Stewart, event co-chair. “Through their involvement, we plan to introduce some additional features at the show—a Best Club Award in recognition of those dedicated enthusiasts who run local classic car clubs; and an award in recognition and support of young people through the show’s Youth Judging Awards program.

“The important work of car clubs and the involvement of next-generation car enthusiasts are vital to the very survival of the classic car hobby and our continued enjoyment of old car ownership. We are thankful for Hagerty’s support in these important ABFM programs.”

The 2021 Show will celebrate the 35th event (delayed one year due to the pandemic) and the 34th year to be staged at the world-class VanDusen Botanical Garden, Vancouver.

Featured marques that were to be celebrated in 2020 have been carried forward to 2021—Triumph Stag 50th and English Fords, first produced in 1911—plus there will be a celebration of the 60th anniversary of the Jaguar EType. A special look at the future will be showcased in an ElectraFest vehicle display, showcasing the trend of combining classic looks with modern driveability.

The event day in 2021 will be one to remember, with a capacity gathering of 500 British-built classics, exhibitors and vendors on display in the beautiful garden setting.

“Given the 2020 pandemic year that resulted in cancelled events and social isolation, we are looking forward to opening the gates at VanDusen, seeing the classics roll in and welcoming everyone back in grand style to our much cherished garden party for all classic car enthusiasts,” said Joan Stewart, event co-chair.

Please keep checking back to www.westerndriver.com for event updates and registration details.

THE GREATEST SHOW ON BRITISH WHEELS

ABFM VANCOUVER MAY 22, 2021

35th ANNIVERSARY

FEATURED MARQUES:
ENGLISH FORDS
CLASSIC MOTORCYCLES
TRIUMPH STAG

PRESENTED BY: AGCO MOTOR CORP., TRANSCAT, WESTERN DRIVER, etc.

SPONSORED BY: WELSH, etc.

WESTERNDRIVER.COM

Register Now for the Fraser Valley Classic Car Show

Register your vehicle for the 2021 show to get your spot ahead of time!

Welcome to Fraser Valley Car Show

Our fundraising for the hospital foundations is continuing in spite of the Covid19 pandemic. They need our support now more than ever. The purpose of the show is to fund-raise for the Chilliwack General Hospital via Fraser Health Foundation. Entrance into the show is by donation for visitors. Participants pay \$10 to pre-register their vehicle, and \$15 on the day of the event. All cars are eligible as long as they have collector car status! There are amazing door prizes to be won! Donations are gratefully accepted at the show. **Call about tax receipts - they can be given for any donation over \$20!**

Cancelled

Fraser Health

Authority

Would not give

Permission

Car Show Categories

- 1995 or older
 Entry fee to britishmotorclub@gmail.com, or
- Collector Cars and Classics
 It will be \$15 on the day of the event
- Modified plate vehicles (if they appear stock!)
 Proceeds to the Chilliwack General Hospital via Fraser Health Foundation.
- Motorcycles now accepted
 Food trucks on site!
- People's Choice Awards
- 7:30am-10am: Placement of Cars

\$10 Donation for Car Entry



Our fundraising for the hospital foundations is continuing in spite of the Covid19 pandemic. They need our support now more than ever. The show is on June 12, 2021.

The purpose of the show is to fund-raise for the Chilliwack General Hospital via Fraser Health Foundation. Entrance into the show is by donation for visitors. Participants pay \$10 to pre-register their vehicle, and \$15 on the day of the event. All cars are eligible, as long as they have collector car status! There are amazing door prizes to be won! Donations are gratefully accepted at the show. **Call about tax receipts - they can be given for any donation over \$20!**

1977 Morgan 4/4 Sold Last Month

By Steve Blake

Sold for US\$32,501
On March 19, 2021

This 1977 Morgan 4/4 is finished in green and black with a black soft top over a black interior and is powered by a 1.6-liter Ford Kent inline-four paired with a four-speed manual transmission. Features include chrome-finished bumpers, fender mirrors, a rear luggage rack, and a rear-mounted spare. The car is said to have remained with its previous owners from 1995 until January 2021 when it was acquired by the selling dealer in an estate sale. This Morgan 4/4 is now offered with a clean Florida title.

The car is finished in green with black fenders and features a black soft top. Equipment includes front fender mirrors, a black bonnet strap, chrome-finished bumpers, and a rear luggage rack. Rust is noted on the body. Chrome 15" wire wheels are mounted with 165-width Dunlop SP-20 A/S tires. A spare is mounted at the rear, and the car is equipped with disc brakes up front and drums out back.

The black interior features individual bucket seats with matching black trim. Equipment includes lap belts, a dashboard storage compartment, and rubber floor liners. The three-spoke steering wheel fronts Smiths instrumentation that includes a 7k-rpm tachometer, a 200-km/h speedometer, and a combination gauge. The five-digit mechanical odometer shows just under 14k kilometers (~8,400 miles), less than 15 of which were added by the selling dealer. Total mileage is unknown. (Text and photos courtesy of Bring a Trailer)

BaT Essentials

Lot #44818

Seller: **RosnerMotorsports**

Location: **Vero Beach, Florida 32960**

Chassis: B3975

14k Kilometers Shown (~8,400 Miles), TMU

1.6L Ford Kent Inline-Four

4-Speed Manual Transmission

Refinished in Green and Black

Black Soft Top

Black Upholstery

Chrome-Finished Bumpers

Rear Luggage Rack

Private Party Or Dealer: Dealer

Additional Charges From This Dealer: USD \$0

Category: **British**



*Long Distance Award Certification Form
Program runs from January 1st through December 31st*



British Car Council Inc. – Long Distance Award

The purpose of the program is to encourage British automobile drivers to participate in an awareness campaign for their fellow enthusiasts, their clubs, their personal pride and for the general public. By driving their classic cars as much as possible, we are consistently bringing to mind the love of the British Classic Car.*

** Classics do not include British cars considered “daily drivers” unless they are 15 or more years old – however, club executives should use discretion with final judgment up to the BCCI executive.*

To encourage all participants, the British Car Council offers a “Long Distance Award”. This award, a specially struck plaque with the participant name(s) and vehicle(s) particulars is presented to those who have traveled the required distance during the program year.

- 1. Vehicles participating must NOT be “daily drivers” – unless they are 15 or more years old (i.e.: only classic cars used for driving and related events and pleasure during the season are eligible)*
- 2. Program will be January 1st through December 31st annually.*
- 3. The event will be open to all members of BCCI participating clubs, regardless of residence.*
- 4. Each participating automobile will have the odometer confirmed by a club executive member at the start and end of the contest.*
- 5. Club executives will be responsible for confirming the starting and the ending odometer readings.*
- 6. Any defective odometer instruments are the responsibility of the owner to repair (no verbal estimates of distance will be accepted)*
- 7. Dash plaques awarded to every driver successfully completing 3000 miles or 5000 kilometers (individual vehicles or combination of vehicles).*
- 8. Dash plaques will be given to each club BCCI representative and distributed to the appropriate club members.*

The Form on the next page is the one necessary to fill out to apply for the Long Distance Award.

You need to have one of the club directors certify your odometer reading at the beginning and the end of your driving year, the earliest starting date being January 1st and ending date December 31st. The form can then be filled out online at the address below.

<http://www.britishcouncil.ca/index.php/new-long-distance-form/>

-----Contest Commencement-----

Club

Car Make, Model & Year

Driver(s) Name(s)

Odometer Reading as at January 1

Name of Club Executive Member & Date of Odometer Reading Confirmation

-----Contest Conclusion-----

Odometer Reading as at December 31

Name of Club Executive Member & Date of Odometer Reading Confirmation

Send

Subject: Morgan wiper blades - Stainless upgrade

Good afternoon,
 As your branch is just about the only overseas Morgan group that have not had any info on my Morgan wiper blade upgrade, I thought I would introduce myself and send you some pictures of the ones that I have had made.
 They have been well received around the Morgan World and the feedback has been excellent.
 They cost £10.00 each, regardless of size, plus postage.
 I have 6" and 7" for the classic chassis cars and 210mm and 220mm for the new CX chassis cars.
 Photos attached.
 Kind regards,
 Peter Gilbert MSCC 15081 Mail to: mog67.pg@gmail.com





MORGAN

**Calling all Morgan and cricket fans,
Worcestershire CCC x Morgan
match shirts are here!**

Introducing the new Worcestershire County Cricket Club and Worcestershire Rapids 2021 match shirts. The playing shirts are produced by Nike and, as main shirt sponsor for 2021, feature prominent Morgan branding.

In celebration of the company's first ever professional sports sponsorship, Morgan is offering owners and fans the opportunity to own both the County and Rapids playing shirts.

Both shirts are available for pre-order now!





Worcestershire County Match Shirt

Sponsored by Morgan and produced by Nike, the 2021 Worcestershire County match shirt is available to pre-order now*.



Worcestershire Rapids Match Shirt

Sponsored by Morgan and produced by Nike, the 2021 Worcestershire Rapids match shirt is available to pre-order now*.

***Pre-orders will be delivered July 2021 and must be placed before 23:59 GMT 22/04/2021. [Junior sizes](#) of the Rapids shirt are also available. Watch the launch video below [#WeAreWorcestershire](#)**

https://www.youtube.com/watch?v=abSb7Y2_zsY

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

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

Recent Sales and Auctions



This RHD 1989 Morgan Plus 4, 4-seater sold on BaT for US\$28,750 on March 28, 2021.



This supercharged 1956 Morgan Plus 4 sold on BaT for US\$38,000 on April 13, 2021.

Dear Fellow Morgan Enthusiasts,

With the non-availability in the US of new 4-wheel and 3-wheel Morgans, we are left with a problem of having little or no inventory to sell until new vehicles supposedly flow to the US shores in 1-2 years.

Thus if you have any thoughts of possibly selling your Moggie, please do contact me to discuss its outright purchase or consignment sale. Our last 10 purchased and consigned cars have all sold in a matter of days if late model or 3 Wheeler.

If not, then continue to enjoy your favorite car, and don't forget to keep it fluid-serviced and with less than 7-year-old tires on it.... It is amazing how fast time flies by!

All the best,
Dennis Glavis
MorganWest
3003 Pico Blvd
Santa Monica, CA 90405 USA
Ph 310 998 3311

www.morganwest.net



This 2017 Morgan AR V6 Championship Winning Race Car sold at Silverstone's Auction for 51,750 GBP on March 27, 2021.

Editor's Note:

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

FOR SALE
1956 PLUS 4 - CHASSIS # 3407

Recently completed ground up restoration. Twin Webers, upgraded to disc brakes, wire wheels. Ideal for competition/rallying.

Asking price. \$39,000 Canadian or best offer.

Contact Lloyd Reddington. 250 655 9431
lloydreddington@icloud.com



Do you have a Morgan for sale?
Do you have Morgan parts or related items for sale?
Are you looking for a Morgan or Morgan parts?

Club members get free ads so email me if you have needs and we can try to match you up with somebody with the opposite need.

All ads must reach me by the 15th of the month to make the next month's edition.

PACMOG Regalia

Contact Brian Nixon for any regalia requests nixon.b@outlook.com

Let the world know that you're a proud member of the Pacific Morgan Owners Group



On the car or on the mantelpiece, this beautiful high quality 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



www.regbeercoachbuilder.ca

CMC Enterprises has been supplying North America with parts and sales of vintage vehicles since 1990.

Reg Beer Coachbuilders have been offering the best in full service restorations, general repairs, tuning and modifications. Martin and Stephen Beer have been the sole Morgan dealers in Canada since 1990. We have the largest stock of Morgan parts in Canada. Our inventory consists of new and old parts, some extremely hard to find or no longer in production. Parts can be fabricated in-house by our skilled craftsmen. Morgans have been our specialty for over 40 years and we have numerous best-in-show awards to prove it. We work closely with clients, ensuring that work is completed to their specifications at realistic costs.

Martin Beer & Stephen Beer

933093 Airport Road
Mona, ON L9W 6C7
cmcmogrbc@gmail.com

905-857-3210



Steve Sillett

Delta Location:
Unit 2, 6455 64th Street
Delta, BC V4K 4E2

Vancouver Island Location:
9709 Youbou Road
Youbou, BC V0R 3E1

604-530-1433 www.panelcraft.ca



AUTOBAUER
AUTO METAL RESTORATION

Terry Firestein

604 910 0857

www.autobauer.ca
autobauercanada@gmail.com

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

Pacific Morgan Owners Group

2021 Membership Application

(Please print in block letters)

2021 Membership:

Membership is only \$10

Make out cheques to "PACMOG"

Send dues and completed form to:

Pat Miles, PACMOG Treasurer

15410 Kildare Drive

Surrey, BC V3S 6B9

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal / Zip _____

Home Phone _____ Cell _____ Other _____

Email Address _____

Spouse/Partner Email _____

Morgans - Continue on the back if you have more than two!

1. Year _____ Model _____ 2-seater ___ 4-seater ___ Colour _____

Engine _____ Chassis Number _____

Unique or notable characteristics _____

2. Year _____ Model _____ 2-seater ___ 4-seater ___ Colour _____

Engine _____ Chassis Number _____

Unique or notable characteristics _____

Member's names, addresses, telephone numbers, email and Chassis/VIN numbers are published to other PACMOG Members in the Roster. You may opt out if you **DO NOT** want your information published by placing a check mark here. _____