



The Morgan Link

Vol 7 No 4

The Magazine of the Pacific Morgan Owners Group

April 2022



From the Editor's Desk...

"April showers bring May flowers!" Many of us have had our Morgans out for drives in between the raindrops and the wind. Now that we are into Spring, the weather is warming up and the tops are coming down. I look forward to the next drive and hope we picked a meteorologically favourable day!

We have a new section this month. Because so many members live far away and cannot attend our events easily, a new article called "Out of Range!" is to showcase events, drives, and things you do with your Morgan when you cannot be with the rest of us. I am looking forward to receiving articles and photos from the members living "Out of range!" Last month Vern Dale-Johnson sent us an article on a run to Kembla Village he did with his other club in Sydney, Australia. This month Mike Holtz tells us how he teamed up with the local hot rod group in Trail, BC. It is always entertaining to see our Morgans in action further afield.

This year, again, each of us has the opportunity to win an award from the British Car Council for driving over 3000 miles (5000 km) in a year. How many miles did you drive your Morgan last year? It is a challenge sometimes to accumulate miles which is why the BCCI instituted this award. Less than 100 people across Canada qualify. Maybe, you can be one this year! See the information on page 25.

Don't forget to send me articles and photos of your drives and experiences with your Morgan. I am always looking for interesting things for our members. Thank you to those who have sent me pieces this month. It is always fun for me to open my email and find out what you have been doing or read an article you have found.

I am looking forward to a couple drives, the Vancouver ABFM, and the Vancouver to Harrison Rally all happening in May. Let the sun shine!

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

April 2022

Editor – Steve Blake

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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.

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Report from the Executive- April 2022

By Steve Blake, Chair

On April 5th, we held our executive meeting by Zoom. It was nice to have people able to attend from a variety of locations including Delta, Surrey, Vancouver, Coquitlam, Victoria, and Laredo, Mexico.

Two motions were passed. The first formed an ad hoc committee to assess and revise where necessary our website. Mandy Broersma, Tom Morris, and Steve Blake were chosen to be on this committee and look for any feedback from members. I draft of the new website will be presented to the executive after it is finalized.

The second committee is to look into overnight trips and come up with a plan for the next several years. Many great ideas were floated by different directors. The committee will comprise of Ken Miles, the Events Director, Chris Brunt-Tompsett, Tom Morris, and Brian Nixon. Again, if you have any suggestions or are willing to help, the members of this committee would welcome your input.

The club BBQ after the Vancouver ABFM at Van Dusen Gardens will be held at the Miles house in Surrey. Ken and Pat graciously offered their place again and those who have attended in the past can attest at how great an event this has been. More information will come out soon.

From the survey we sent out, it appears that most members are in favour of any of the events that we have put on in the past. There were a number of people who lived in locations too far removed from the Lower Mainland to make it possible for them to attend day events, however, they did suggest that they would be interested in the longer overnight trips. Some volunteered to help if we were to do a drive going through their location. Our new formed committee will be considering those ideas.

Remember it is your club and we are at your service. Give us your ideas and we will try to accommodate them.

Stay safe!

New Members

Stephen and Diane Way
1980 Morgan Plus 8

PACMOG Directors

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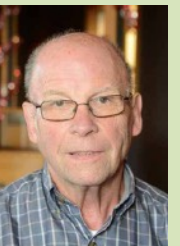
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Non-voting member attending
Board Meetings as Secretary

Susan Blake
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Cover Photo Credit:

This month’s cover photo was taken by Steve Blake at the OECC’s London to Brighton Commemorative Run of Tom Morris’s 1973 Morgan Plus 8.

Contributors

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

Susan Blake, Dave Doroghy, Ken Miles, Pat Leask, Andrew Smith, Pat Miles, Tom Morris, James Gilbert (MMC), Alistair Crooks, Valentin Tanase, Jacques Gallien, Gary Bell, Laurel Gurnsey, Roger Mulloy, Ron Akehurst, Dennis Glavis, Chris Bright, Mark Vaughn, Jane Cowan, Marv Coulthard, the late Robert Couch

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The Morgan Historic Register
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PACMOG Constitution:

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

On the Road!

This section highlights Morgan cars spotted on the road or parked in scenic locations.
Send in your photos!



Colin Gurnsey's 1953 Morgan Plus 4 next to a rare Bristol 412 at the Hart House, Burnaby

With the borders open again, a quick drive was made to Point Roberts in our 1991 Morgan Plus 8
(Steve Blake photos)





Bob McDiarmid's 1995 Morgan Plus 8 on the Spring Fling (Steve Blake photo)

Glavis's 2005 Morgan Roadster on the Pinnacle, CA run. Article next month. (Dennis Glavis photo)



Out of Range!

By Mike Holtz

Editor's note: What do you do when you live too far from the action? Several of our members have told us stories of their travels with their Morgans when they live too far from the Lower Mainland to make a day trip possible. I would like to be able to tell more of your stories in this section. Please send me a photo or two and a paragraph or two of what you have been doing with your Morgan. This month we will highlight Mike and Ardith Holtz who live in Trail, BC, which is an 8 hour drive or 627 km from Vancouver.

Mike says,

I am an interested member but in Trail BC. It's 7 hours plus to Vancouver and for events pre-April 30, I don't have snowflake m+s tires (mud and snow) for our 1964 Morgan 4/4. I do drives vicariously with you folk but fulfill my physical cruising and meetings with a local car club, Smoke'n Steel. The Hot Rodders and Corvette guys don't mind the Morgan at all.

If you ever plan a more serious cruise (Morgans Over BC), aside from the islands, Whistler and Kamloops area, I would be willing to assist. Lots of beautiful roads in the Kootenays.

This is a really great club but suffering like all car clubs from a different form of Legionnaires disease. As the membership gets older, they are less willing to drive distances and to commit if weather, and their backs are not in their favour.

Here we have started a little program where a newer younger member not fully familiar with the car is given a weekend visit with assistance from more talented and knowledgeable members. Usually results in a more reliable car and an enthusiastic member.



ICBC Announcement

Posted February 15th, 2022

ICBC Announcement No date decals and On-line Renewals

The provincial government announced that British Columbians will soon have the added convenience of renewing their personal ICBC insurance policies online. While May 1 is the official launch date, customers can renew their insurance up to 44 days early, meaning some customers will be able to renew online as early as March 17, 2022. To coincide with the launch of online Autoplan renewals and to further support customer convenience, all B.C. drivers will no longer be required to display a licence plate validation decal as of May 1, 2022 to show they have valid insurance. The change will align the province with five other Canadian jurisdictions that have successfully removed the requirement to display a validation decal: Alberta, Saskatchewan, Manitoba, Quebec and the Northwest Territories.

Safety on our roads remains of critical importance, as does maintaining the low proportion of uninsured drivers in B.C. ICBC is making a one-time investment of up to \$1-million dollars to enhance and expand the Automated Licence Plate Reader (ALPR) program for law enforcement in B.C. Online insurance renewals add to the growing number of digital options available to our customers, providing greater convenience, choice and flexibility.

We're starting with personal policy renewals as these are more straight-forward transactions and it involves our largest group of customers, so some ICBC insurance policies are not eligible for online renewals. Transactions that involve joint ownership or multiple owners, leased vehicles, motorcycles and collector vehicles along with commercial or fleet policies will need the assistance of an insurance broker. We are looking at how we can expand our online services with customer convenience and security as our focus.



Our policy is specifically designed to fill insurance needs of
Antique, Classic, Special Interest
and Modified/Street Rod automobile owners.



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PACMOG Honours Lloyd and Treacy Reddington

Each year the British Car Council provides their member car clubs with an award to honour a club member who has made a significant contribution to their club. The award, the Order of British Car Enthusiasts, is voted on by the executive and for the year 2021, we decided unanimously to present the award to Lloyd and Treacy Reddington.

The Reddingtons have been stalwart supporters of the club and their fellow members. They have put on BBQs, provided lunches at car shows, held Christmas parties, sponsored runs, most notably the Rocky Mountain tours every five years since 1990, and have lent help and support to members wanting advice on their Morgans. The Reddingtons help keep the Morgan spirit alive on Vancouver Island and we are very pleased to be able to give them the award this year.

Thank you Lloyd and Treacy for all you do and your continued camaraderie and service to the club!



(Photo submitted by Jane Cowan)

St. George's Show 2022

By Steve Blake

The Langley Area Mostly British (LAMB) car club put on their 15th St. George's Show after being shut out since 2019. It was a great day for the show with sunny skies, starting cool and rising to shirtsleeve weather by lunch. There was a great variety of British cars in attendance representing most brands. The organizers provided hot chocolate and a carrot loaf (maybe not carrot but it tasted good!) An auction of household items, books, toys and auto themed items raised money for the Langley Hospital.

Representing our club were Ken Miles in his 1960 Plus 4 DHC, Dave Collis in his 1965 Anglia Super, and Steve Blake in his 1991 Morgan Plus 8 (Susan arrived later to join us for lunch. We went to the Fort Pub and joined the Pre-1956 MG Unclub to make a group of 36.

Because the event was organized late due to uncertainty from the city, LAMBs were not able to collect goody bags, draw prizes, or the Mayor's Choice award as in past years. These missing items were hardly noticed as everyone was in good spirits enjoying the first show in years. It is warming up to be a good year and we all look forward to the upcoming Vancouver ABFM at Van Dusen Gardens in May.







(Steve Blake photos)

Morgan Motor Company Announces Changes To Its Leadership Team

To help build on recent successes and future-proof the marque, the Morgan Motor Company is delighted to be strengthening its leadership team with the appointment of Steve Morris to Executive Chairman and Massimo Fumarola as Chief Executive Officer from today (26 April 2022).



Massimo Fumarola, CEO (left) and Steve Morris, Executive Chairman (right)

Steve, who is entering his 40th year with the company, will be working alongside Massimo, who joins from Automobili Lamborghini S.p.A. where he was Chief Project Management Officer and a member of the Management Board.

Massimo's arrival comes at a key strategic time for Morgan, the company have recently revealed the all-new Super 3, and are actively looking towards the future. Morgan's focus is upon realising the growth set out in the business plan along with developing products that are appealing to its customers and compliant with future legislative standards.

Steve's new role remains full time, with the wider management team reporting to Massimo. Massimo and Steve will be jointly responsible for business objectives and will, alongside the Morgan management team, develop the business plan for 2023 and beyond.

Things have never stood still at Morgan, the business will continue to evolve, exciting and delighting its customers and admirers as it has for 113 years.

Steve Morris, Executive Chairman of Morgan Motor Company, commented “This is an extremely important appointment for the Morgan Motor Company. Massimo joins Morgan at a time when it is perfectly primed and positioned for future growth and further success. Therefore, it’s crucial that we have found someone of Massimo’s calibre, passion, and experience to work alongside me to help further cement the company’s recognition as one of the world’s most iconic sports car brands.” “On a personal note, I feel incredibly proud to be entering my 40th year at the company as Executive Chairman. To have led a team at Morgan that is, without doubt, the driving force behind many of Morgan’s notable successes is incredibly satisfying. Managing change is an important aspect of business leadership, I have established an ethos and ability for Morgan to embrace change and identify opportunity. This has become one of the inimitable traits of Morgan, one that gives Morgan the capability to adapt and prosper. I am excited to work with Massimo for many years to come and to see the company reach even greater heights of success, underpinned by passion, soul, heritage, and distinctive products.”

Massimo Fumarola, Chief Executive Officer, Morgan Motor Company, also commented “Morgan Motor Company has a unique reputation for its rich heritage, distinctive styling, and superlative craftsmanship. As a sports car enthusiast, it’s an enormous honour to join such an iconic brand as CEO and work together with Steve to help amplify everything the company stands for. When I was a young boy, our neighbour had a Morgan, and I dreamt of driving a Morgan myself one day. For me, a Morgan is the best combination of pure vehicle dynamics, light-weight design, driving pleasure, quality refinement, functional design, and courageous engineering. Morgan sports cars are not about performances, they are about a truly authentic, unconventional and exhilarating driving experience. They stand for joy, freedom, individuality, self-confidence and aspirational lifestyle. Morgan has a timeless value proposition to ensure a best sensory customer engagement. I look forwards to working together with the team and with our dealers to promote this unique brand globally”.



2022 Morgan model range photographed at the Morgan Experience Centre, Malvern

(Morgan Motor Company photos)



MORGAN THREE WHEELER

THREE WHEELERS

NEW 2023 Morgan SUPER3

THREE WHEELER – Order yours today as US vehicles soon to begin production

1k miles 2018 Morgan

THREE WHEELER – Green Metallic // PERFECT

1934 Morgan MX4 SUPER

– Matchless water-cooled engine, modified with foot pedal gas feed, dash mounted choke and spark advance //

SIGNIFICANT PRICE REDUCTION

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 2023 Morgan Plus Six –

the new era of performance and refinement // **ORDER YOUR EXAMPLE**

NEW 2023 Morgan Plus

Four – automatic, eight speed paddle shifter or six speed manual transmission

ANNIVERSARY EDITIONS

2003 Morgan Plus 8 – Ivory

exterior, Black Yarwood Leather // **10.8K MILES!**

2003 Morgan Plus 8 – Royal Ivory,

Mulberry Leather // **18K MILES!**

2001 Morgan Plus 8 – Jaguar

Grey Metallic/Mulberry Red Leather // **12.5K MILES**

1984 Morgan Plus 8 Isis

TURBO CONVERSION – Special Corsa Red/Cinnamon leather // **PROPANE-POWERED**

WWW.MORGANWEST.NET

The Morgan Link



1963 Morgan Plus 4 SuperSport

– Dark Blue, Black leather, Black 72 spoke wire wheels

// **LEGENDARY RACING RECORD** –

UNBEATABLE IN BOTH EAST AND WEST COAST VINTAGE RACE VENUES!



1956 Morgan Plus 4 Four Seater

– Dark Red body/Black wings, Black interior // **DRIVES LIKE**

A BRAND NEW MORGAN!

1949 Morgan Four/Four Series 1 –

Tan body with chocolate wings, Chocolate leather // **PRICE DROP!**

OTHER MARQUES

NEW 2021 Allard J2X

MkIII – Coming soon!

1974 Lotus Europa –

Twin Cam 5-speed!

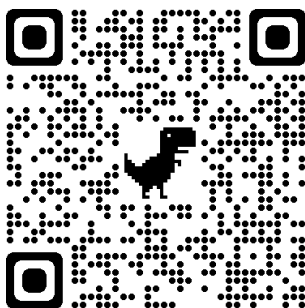
1965 Sunbeam Tiger Mk1A

– Race Rally Prepped!



1962 Fiat O.S.C.A. 1500S CABRIOLET

by **PININFARINA**. Perfection!



Morgan

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The Cars of Downton Abbey: Cars That Drive a Plot

By Laurel Gurnsey

The cars of the popular PBS series 'Downton Abbey' are important characters in the story and 'drive the plot'. They reflect levels of society, changing times, ability to travel or farm more easily and even cause heartbreak. In Season 3, dashing Matthew Crawley was killed in the crash of his 1927AC 6, leaving wife Lady Mary a widow. Fans worldwide likely wished Matthew had been driving a horse and carriage instead of a dangerous new 'motor'. Cars quite literally 'drove the plot' for Mary's character because in Season 6, fearing a second car tragedy, she refused new love, racecar driver Henry Talbot, who drove a 20s Bentley 3L. Happily, for Mary, Henry quit racing and opened a used car dealership that sold Model T Fords and would eventually sell other makes and models.

Renee Crist of America's Car Museum in Tacoma gave a 'Cars of Downton Abbey' talk several years ago. I searched my own 'Downton' books, a Season 6 DVD segment 'Downton Cars' and many online sites. Julian Fellowes (writer & producer) says by 1910 most families who owned a carriage now had a working car of some sort. As Renee mentioned, the show included Ford Model T cars and trucks representing the working class and ambulances, trains, farm vehicles and bicycles. The aristocratic Crawley family and their upper class owned cars like Lord Grantham's Renault 12/16hp Landauette, Anthony Strallann's Open Rolls-Royce Silver Ghost Tourer, Martha Levinson's Cadillac V-63, Lady Rosamund's Rolls-Royce Phantom 1, a number of Bentleys, Bugattis and a Sunbeam Limousine. Plus unfortunate Matthew's AC.



Lord Grantham's 1924 Sunbeam 20/60 on the right, unidentified, possible Rolls-Royce on the left.
(Cars in front of Highclere Castle (Downton Abbey))

(Photo courtesy of ITV)

Cars on the show (1912 to 1925) reflected changing societal expectations. Noticeable by Season 6 were the female characters driving themselves...no chauffeur! Changes spanned more than fashions and the number of staff needed at the manor. Interesting that at two weddings in the final episodes, one aristocratic couple left the church in a horse-drawn carriage and another in a Classic. People were still drawn to tradition but elegance and coach-built styles held true in both cases.

In Season 6, 13 racecars entered the field at Brooklands...among them the Bentley 3L that won the first LeMans race, a Riley, Newton and Bugatti. The series crew researched available cars in England, had owners dress up in period costumes and drive the cars themselves (producers & crew realized owners were better able to handle vintage clutching and steering than a stuntman) and they didn't want to 'prang' a car worth thousands of £. Some cars used in 'Downton' scenes, (like Matthew's '27 AC used in a '23 scene), were not accurate for the era, but producers stuck close to correct. They at least tried for cars with design consistency carried through several of the next generations of make and model. James Metcalf, President of the Bentley Driver's Club, said crowds in the Brooklands scenes were 'cast in awe' with the cars and would come down at breaks to ask about them.

During the 'Downton Abbey' period North American aristocracy also owned Classic cars. Julian Fellowes' has recently aired his 'The Golden Era' as a prequel to 'Downton', based in New York at the turn of the century.

As a note...a Classic is defined by the Classic Car Club of America as one of a specific list of makes/models from 1915 to 1948. Check their website for that list.

This article was previously published in the 'Bumper Guardian', the magazine of the Pacific Northwest Region of the Classic Car Club.

Worth reading: any of the 'Downton Abbey' companion books. All out in bookstores or on Amazon.

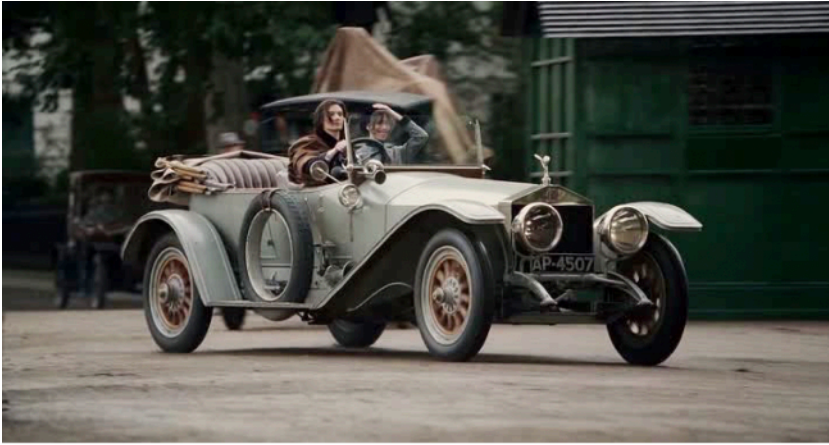
Worth seeing: any of the 6 seasons of 'Downton Abbey' on DVD.... available now.

Research information sources available on request to Laurel



Henry and Mary

Some of the Downton Abbey Automobiles



Top left: 1913 Rolls-Royce Silver Ghost Open Tourer

Top right: Rolls-Royce Phantom I

Middle left: 1921 Ford Model T

Middle right: 1927 AC Six

Bottom left: 1908 Napier 45hp Type 23 limousine

Bottom right: 1927 Bentley 3 litre

(Photos courtesy of mycarheaven.com)

SHOP TALK

EVERYBODY HATES LUCAS

By Chris Bright



If you've been around the car hobby, you've undoubtedly heard wisecracks like these: "The Lucas motto: Get home before dark." Or this one: "Lucas vacuum cleaners—the only Lucas product that doesn't suck." (Want more? Get your fill [here](#).)

No other part supplier is maligned as much as Lucas Electrical. I got to wondering, can Lucas be *that* bad, or if they're just an easy target, and perpetuating how bad they are has risen to urban legend status? On the 150th anniversary of Lucas's founding, it has undoubtedly been one of the most successful automotive brands. Let's see how the company got started, and dig into whether Lucas lives down to its reputation.

Birmingham Beginnings

The Lucas story goes back to Birmingham, England, a city that was dubbed the "first manufacturing town in the world." Born in 1834, Joseph Lucas started out working as a silversmith. He had a natural business acumen, and set out on his own in 1860 making ordinary items like buckets and shovels. The company as we now know it began in 1872 when Lucas got into lighting, first by selling the oil to fuel them, and then expanding into building the lamps themselves.



John Lucas

The breakthrough that built the Lucas empire came when the company created the first bicycle lamp in 1878 (later earning a patent in 1880), which lit the way for high-wheeled penny-farthings. Joseph Lucas & Son as it was first known, grew quickly due to the popularity of bicycling. By 1897, it was a public company dabbling in the nascent auto parts market.

Joseph died in 1902 of typhoid from drinking contaminated water while on vacation in Italy. (He was a teetotaler and refused wine.) His son Harry was thrust into Lucas' leadership. The firm grew in the early 1900s by making oil, acetylene, and electric lamps, and then expanded into magnetos, starters, and dynamos.

As the British automotive sector grew, so did Lucas, acquiring several other manufacturers. By the 1920s, nearly every British vehicle produced utilized Lucas parts. The company was the country's largest manufacturer of accessories and had a virtual monopoly on automotive electrical equipment. In subsequent decades, Lucas added many products to their line including: fuel injection pumps in partnership with [Bosch](#), multiple designs licensed from Delco, and shock absorbers, clutches, and brakes resulting from their purchase of both Bendix UK and Girling.

The company relied on aggressive acquisition and defence of its patents. The downside was that Lucas did not rely on research and development. In the 1950s, the British automotive industry was stalling out and a lack of capital investment resulted in lower quality. Yet the company grew through the 60s and 70s, employing tens of thousands, and ranking as the 54th largest company in Britain in the 1970s.

The empire started to crumble in the 80s and 90s as growth stalled out. In 1996, Lucas was acquired by Varsity, and became LucasVarsity with a combined 55,000 employees. It did not go well. Only three years later, the company was acquired by TRW and was slowly broken into pieces and sold off.

The Lucas brand is now owned by the German automotive supplier ZF Group. Lucas auto parts today are now made in state-of-the-art plants under license. Items manufactured today are of top quality and sold globally.

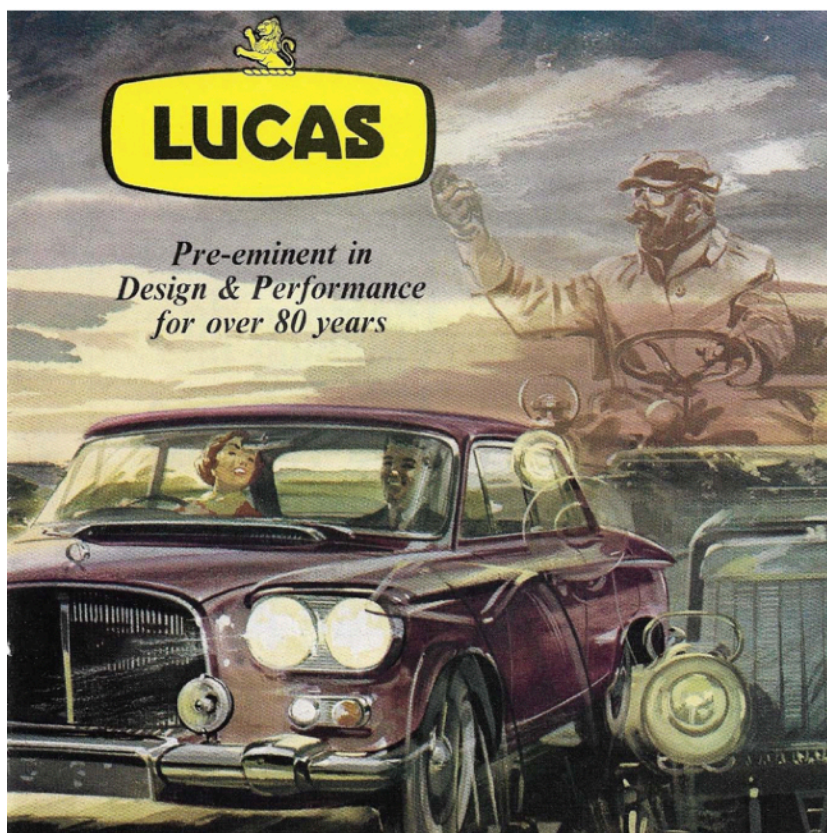
The Prince of Darkness

The nickname most often associated with Lucas is "the Prince of Darkness." So let's just jump to the punchline: The hype is real and early Lucas components actually do suck.

The press has often cited them as the best reason to not buy a British car. It's worth digging into why this is the case because Lucas once had it all and then squandered it. Here are the five main reasons:

Good Designs, Poor Quality.

It wasn't that the parts had a flawed design -- many of them were identical to General Motors parts. It's that they were of very low quality. One account of this was that Rolls-Royce would buy 1,000 pieces from Lucas, test them extensively, and then select the best 10 and return the rest (which were then resold).



Their Innovation Was Cheap. Lucas mass-produced parts and rather than make them good, they focused on making them inexpensive. A 7-cent part was better than a 10-cent one, so they chose the cheapest components and had bad connectors, bad bearings, and bad materials. If there was an inferior option, Lucas opted for it.

For example, Lucas relied on a type of electrical connector called a bullet connector. It was somewhat antiquated but could be reliable. However, they used male-female-male connectors in a brass tube which provided a somewhat convoluted mechanical connection. This was housed inside a plastic sheath that would degrade, crack, and eventually lose contact. No contact, no electricity. This is one of many examples. Lucas did not build to last, or even work, but rather to keep the unit costs as low as possible.

Monopoly's Don't Invest in R&D. The strategy wasn't driven by competition, because they saw to it that they didn't have any. There was no reason to build a better mousetrap when no one had a choice but to use the mousetrap you gave them. Lucas had no interest in auto racing, which is shown to sharpen a company's product. They never involved themselves in such things.

Positive Ground. Many British cars used positive ground, rather than negative ground which is standard today. Positive ground runs current through the frame, which was believed to fend off corrosion, an important consideration in soggy Britain. Positive ground caused parts to corrode due to the cathodic effect, and would tend to have faulty ground connections.

What Do We Do with Lucas?

While a successful company, their lack of commitment to quality has doomed many a British car owner to chase electrical gremlins and chronic unreliability. Austin-Healeys, Jaguars, Land Rovers, and other British marques have suffered lower valuations, due in part to their use of Lucas components.

All is not lost, as your English car can be as reliable as any other vehicle on the road. The lack of longevity and reliability of the period parts means they need to go. Generally, they can be switched out for another manufacturer, but using modern Lucas replacement items is a good choice as it's not your father's Lucas.

It's not just the components that need to go, it's the wiring itself. Getting a replacement wiring harness will banish those gremlins to a faraway place. In a collector car, originality is valued, but when it comes to these parts, prioritize reliability first. Being able to trust a car cannot be overvalued!

Ultimately, Lucas was always a manufacturer at heart, and was not caught up in the excitement of the automobile. Instead, they scooped up new lines of business and squashed their competitors in order to maintain dominance. It was a strategy that turned them into an incredibly successful worldwide conglomerate, but at the cost of the owners of those cars that had to endure breakdowns and niggly electrical failures. I wonder if not for the reliance on Lucas, if the British car industry could have had a more competitive product and would still be thriving today.

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- [What are the tradeoffs for positive vs. negative ground?](#), StackExchange, September 15, 2011.
- [What exactly is the problem with Lucas electronics?](#), MX5 Miata Forum, January 27, 2006.
- [Why were there problems with Lucas electric components in early Jaguar automobiles?](#) thread, Quora, 2019



A Sock Sorting, Joyriding Weekend - Part 4 of 5

By Dave Doroghy

So, as you'll recall our story left off with five or six innocent busy bystanders in Victoria being roped into fixing my old Jalopy. I'm so manipulative! Right after my unreliable Morgan initially broke down that first faithful Friday, on Vancouver Island, I was there to offer Steve, the retired Head Mechanic of our West Coast Canadian Naval fleet, a tiny bit of perfunctory assistance as he carefully diagnosed my engine. With both of us standing in front of my car in his driveway on that cold December day, he said, "Here, hold this wire." Then, he did all the dirty work, the fiddling and the heavy lifting while I, well, simply held the wire. That about describes my entire contribution to the three-day repair of a car that surprisingly enough belonged to me.

Call me good at delegating. My two excuses for not helping were number 1) I have absolutely no mechanical aptitude whatsoever and number 2) I had a ferry to catch. Ferries don't wait; dangling wires do. And, as you know from reading this never-ending article... catch the ferry I did. Being back on the Mainland really got me off the hook and left me to do what I am good at doing on weekends; sleep in, sort the widowed socks in my sock drawer and of course nap. While tending to those all-important time-consuming weekend tasks I did occasionally think of the team of focused and good Samaritan strangers fixing my bucket of bolts for free back on the Island. I knew that I would have to do something to thank them, and a widowed sock as a gift seemed out of the question.

With Christmas around the corner (this whole story took place in December of 2021), I pulled together the festive pieces for two little gift baskets consisting of a poinsettia, a half-pound jar of Jeannie's honey, copies of a couple of my books, and a Starbucks gift card. While I was arduously building gift-baskets, I occasionally checked for incoming emails on my smart phone and then got this note from Steve. He was responding to an email I had sent him earlier that morning thanking him for the work he and "TEAM DORG" had done on my behalf and apologizing for the amount of time it had taken. At the end of that note, I invited him to go out and take the car for a spin; get some pleasure driving it over the weekend if he was so inclined:

Dave:

Thank you for all the kind words. As I cross paths with those folks that saw/related to/enjoyed/wished to help with the car over the last few days, I will pass on your heart felt appreciation. Additionally, there were the folks that gave a thumbs up, a honk of the horn, a wave or some other acknowledgement as I put the car through its paces today. Also, I want to shout out to a young lady in the late '60's steel bumpered MG as I drove along Wishart Rd. We acknowledged each other as we passed with a peace sign pressed against the windscreen, but the recognition of the Morgan was quite evident. She shifted into fourth and went on her way, just as I shifted down into second and cleared the carbon out of the exhaust pipe. No need to thank me. It was the least I could do in your absence.

As far as wasting anyone's time, please erase that thought from your mind. These types of projects are very self-satisfying and done as much for the love of the car as for the kinship that develops when you meet new people, either on the judging field or in a time of uncertainty on the side of the street. The job is taken on because people care and wish to "pass it forward".

Also, as far as being happy, a dog with three dinks certainly trumps a dog with a new dink, or even a three-dog night and a person is free to interpret that as they see fit. I am glad this all worked out and wish you many more years of enjoyable touring and even more important, interacting with people: I know you will. Please believe me when I say that you are good at it. If you weren't, Connie wouldn't have asked you in for a coffee, we wouldn't have met Jeannie (and shared bee stories) and I wouldn't have enjoyed working out the bugs on the car. It wasn't a challenge as much as a chance to expand one's sphere of contacts and to help out someone in a time of need.

And, as far as your offer to run the car a few more miles, I may take my grandkids around the block only to witness the smile on their little faces as we have them tomorrow night. They love the old Chevys in the garage, but a scoot around the neighbourhood with your bum 4 inches off the road is something most kids won't ever experience.

I thank you. We are even.

Steve



Steve testing out Dave's Morgan

After carefully reading his note and badly needing a well-earned break from the exhausting task of gift basket construction, I sat down and wrote this note back to him. As I banged it out on the keyboard, I thought to myself, finally I can offer some practical advice on Morgans to this seasoned mechanic and classic car enthusiast. I may not know anything about fixing these cars, but I know a heck of a lot about enjoying them:

Hi STEVE - I just checked the forecast for Victoria and the weather this evening will be overcast and 4 degrees. Perfect weather for a Grandfather to bomb around the neighbourhood in a carefree manner with his Grandkids snuggled under a blanket at his side. Having had some experience with little kids in the car I can offer up a few suggestions to maximize the fun factor!

1 There are three or four pillows in the car now to sit on. Depending on how big the grand kids are you may want to double that amount so that they can sit up high and enjoy the ride more and feel the wind blowing through their hair.

2 Now this one is important. The best thing about the car for kids and for me is the wooden horn knob in the center of the dash. Make sure you demonstrate it for them at first, then patiently allow them to test it, and most importantly, tell them that any time they feel inclined to push it during their ride they should feel free to do so. It is a very cool horn that evokes laughter and joy amongst 63-year-olds and 3-year-olds, alike.

3 The windshield wiper switch is worth a go. The wipers are so small and dainty they usually get a giggle.

4 Depending on how old the kids are it is good to give them a simple, yet important task. Right next to the horn, in the center of the dash is the turn signal switch and small green indicator light. I like to give commands like "Pilot to co-plot, please initiate left turn.....". You will be good at using the appropriate Naval nomenclature, I am sure.

Although I don't know much about the mechanics of my Morgan, I am an expert on its built-in features that derive joy. Have fun and send pictures if you feel so inclined. I envision a CHITTY CHITTY BANG BANG evening of fun for young and old!

Thanks Dave

I know what you must be thinking now. How did Steve's joy ride with the Grandkids go? Did the car breakdown again forcing him to enlist the help of small children to push it? Did Dave ever get the widowed socks in the drawer to match one another? Did Dave ever complete making the gift baskets, and if so were they a hit? Where is the 1966 Plus Four Morgan now? And finally you must be thinking, how much longer can Dave string us along with this never-ending story about a damn faulty ignition. You'll just have to wait till the next issue of our Morgan Link to find out.

DAVE DOROGHY | GRAEME MENZIES

111 PLACES IN VANCOUVER THAT YOU MUST NOT MISS

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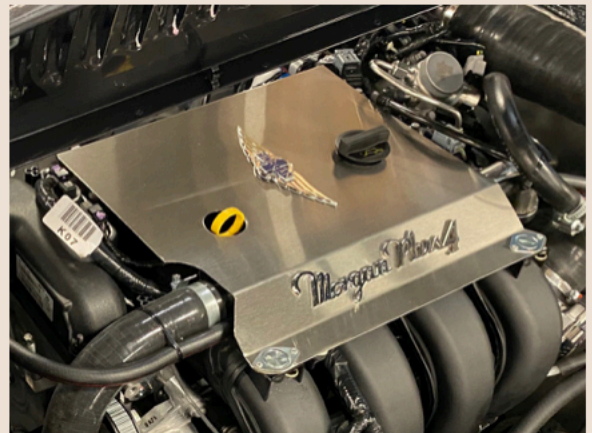


Which would you abstain from?
Women or Wine?

I'd need to know the year?

(Thanks to Roger Mulloy!)

The Morgan Link



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Awards – LDA

The driving distance requirement is set at 3000 miles (5000Kms)

To Enter Your Long Distance Award Information Online, Click on the Logo Below.



OR

[To View & Download/Print The Long Distance Award Application...Click Here !!](#)

Submit this completed form to the British Car Council Inc. after December 31st.

Awards will be presented in a timely fashion through your local club.

All enquiries should be directed to the BCCI at:

British Car Council Inc. [President] 1315 Kilmarnock Road Jasper, Ontario K0G 1G0

BCCI Long Distance Award

Every year, the British Car Council presents an award to each driver who drives their British Car more than 3000 miles (5000 km). Since PACMOG belongs to the BCCI, each member is eligible to win one of these prestigious awards. In the past, Ken and Pat Miles, Bill Buttons, Mike Powley, and a few others have earned this recognition.

With the rules more relaxed this year, many of you will be thinking of taking your Morgans out for a few longer drives. Why not add a mile or two so you can make the cut!

If you think you are up to the challenge or wish to give it a try, copy off the form on the next page. You must record your initial odometer reading of the year and your final reading at the end of the year. You need to have one of the executive confirm these two readings and sign your entry form. Call one of us and we would be happy to do this for you.

Across the country 37 people got the award in 2019, 79 in 2020, and 94 in 2022. Maybe with some luck, we can get a few PACMOG members in the group and help BCCI make 100 people with a long distance award!

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.

BE SURE YOUR VEHICLE INSURANCE COMPANY HAS NOT PLACED A RESTRICTIVE ANNUAL DISTANCE DRIVEN LIMIT ON YOUR BRITISH AUTOMOBILE – TALK TO YOUR INSURANCE COMPANY TO CONFIRM THIS

* 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 3000mi / 5000kms (individual or combination of vehicles).
8. Dash plaques will be given to each club BCCI representative and distributed to the appropriate club members.

LONG DISTANCE AWARD CERTIFICATION FORM

from January 1st through December 31st

Contest Commencement

Club Name
Car Make, Model & Year
Driver(s) Name(s)
Odometer Reading as at January 1, _____ Miles or Kms
Name of Club Executive Member & Date of Odometer Reading Confirmation

Contest Conclusion

Odometer Reading as at December 31, _____ Miles or Kms
Name of Club Executive Member & Date of Odometer Reading Confirmation

Submit this completed form to the British Car Council Inc. after December 31.

Awards will be presented early in a timely fashion.

All enquiries should be directed to the BCCI at:

British Car Council Inc. [President] 1315 Kilmarnock Road, Jasper, Ontario K0G 1G0

Is the New Morgan Super 3 the Best Thing on 3 Wheels?

By Mark Vaughn (Courtesy of Autoweek)

Coming to America with a Ford 3-cylinder, it might be better than most things on four wheels.

- New Morgan Super 3 rides on an aluminum monocoque, no wood remaining.
- Power comes from an emissions-compliant 1.5-liter Ford three-cylinder.
- Look for them in U.S. showrooms by the end of the year.

Are three wheels coming to the fore? The quirky niche seems to be getting popular.

The back-from-the-dead and hyper-efficient Apera electric car has three wheels, as do the Vanderhall Venice and the over-styled Polaris Slingshot. But those are all recent designs. Morgan has been making cars on three wheels for over 113 years, and its latest model, the Super 3, looks like it'll be a lot of fun.

The oblong shape is supposed to evoke a jet engine, and certainly does look aerodynamic, more so than the previous Morgan 3-Wheeler that had a bit of a Campbell's Soup can look.

Under the jet-engine skin is a super-formed aluminum monocoque chassis, with a lovely vertically mounted aluminum subframe up front joining the double wishbone front suspension with the engine and the rest of the car. And you are correct, that means the ash frame is gone, a victim of progress and efficiency.

The flat panels on the sides are called "side blades" and are meant for hanging luggage. Morgan will gladly sell you bespoke Malle London wax-cotton pannier bags (595 English Pounds) or hard-shell suitcases in the same color as the car (1995 for the pair). You can also order little stickers that show how many lorries, tractors and F1 cars you've shot down. Cheeky, that.



The whole tube-like sausage is powered by a 1.5-liter Ford Dragon three-cylinder (one for each wheel?) making 118 hp and 110 lb-ft of torque. That's 30 more horses than the last Morgan three-wheeler.

Power goes through a five-speed Mazda manual from the Miata, out a bevel gear and spins the carbon fiber-reinforced drive belt to the single rear wheel. With a curb weight of just barely under 1400 pounds, that means 0-62 mph comes up in a tidy 7 seconds and top speed is a goggle-whacking 130 mph.

In the open-air cockpit is—whats 'at?—a cupholder? Yes, a cupholder, Morgan's first. Along with a USB charging port. The US spec version arrives on our shores before the end of this year, priced lower than the previous Morgan 3-Wheeler, which was \$59,000.

Is the world a better place because there are weird little fun things like this? Of course it is.



Something Different

By Marv Coulthard

Way back in the 60s, in my TR3 days, rumours of a twin OHC head for the Standard/Vanguard 2L engine were floating around. No one locally seemed to find anything out about it. Thomas Motors on Kingsway, the TR dealer, knew about it but could neither tell us nor confirm. I still wonder what happened to these. Found this one today... confirms the existence. But no clues as to what happened to them... love the reference to Sabrina.



927 HP – An

Original Ex-Works

Triumph TRS 24 Hours Of Le Mans Racer

By Ben Branch (Courtesy of Silodrome Gasoline Culture)

The Triumph TRS was a special works-built racing version of the Triumph TR3, though it has to be said it shared little with the TR3 other than the chassis, and even that was significantly modified.

The two most important aspects of the TRS was the fibreglass body, and the advanced 20X “Sabrina” double overhead cam engine capable of 150 bhp in racing trim – a significant figure for a 2 litre engine at the time.

The Triumph competition department had long prided itself on competing with vehicles that were almost entirely unmodified road cars. Though in order to compete and achieve results at the 24 Hours Of Le Mans they knew they were going to need to create something more competitive than a stock TR3.

Development on the Triumph 20X twin cam was originally intended to be first used in racing, and then modified



Although the engine's original code name was 20X it was nicknamed "Sabrina" by the engineers due to the two domed covers on the cam covers on the front of the engine – they felt there some some resemblance to Norma Ann Sykes, a popular model from the era with large bosoms who had the stage name Sabrina.

The engineers in the Triumph competition department developed a strengthened, modified chassis sourced from the TR3, their new twin cam 2 litre engine was capable of 150 bhp in racing tune, and the new fibreglass body was styled after Giovanni Michelotti's Zoom concept design.

The cars that were built to compete at Le Mans were undeniably handsome, though they didn't achieve great success during their first attempt at Le Mans in 1960. It wasn't until a year later in 1961 that they would show their true potential, finishing 9th, 11th and 15th overall – this result was good enough for Triumph to win the prestigious Manufacturer's Team Prize.

Despite the notable team success at Le Mans, the Sabrina twin cam engine never made it into production. No one knows exactly how many of them were built but they're now highly sought after by collectors and enthusiasts alike. Funnily enough, MG would have no shortage of problems with their own twin cam engine, eventually pulling it from production after a little over 2,000 had been sold.

The Triumph TRS you see here is commonly known by its original registration number of 927 HP, which it still carries today. The car is a two-time Le Mans entrant, it was driven in 1960 by Peter Bolton and Ninian Sanderson, then by Les Leston and Rob Slotemaker to 11th place in 1961.

After retiring from competition life 927 HP made its way to the USA where it was rarely used, the decades passed and in 2008 it was sold into the ownership of its current owner. The car had been previously disassembled as part of an abandoned restoration, which meant it was just waiting for the restoration to be completed.

The current owner set about restoring it back to the exact 1961 Le Mans specifications using historic images and films, as well as documentation. In total, the restoration took two years which included a comprehensive rebuild of the Sabrina twin cam engine – a highly specialized task in and of itself.

In the year that the restoration was completed, 2010, it was shown at the Le Mans Classic retrospective. Since then it's been shown publicly a number of times, and driven on the road.



Sabrina
(Courtesy of Aenigman Images)



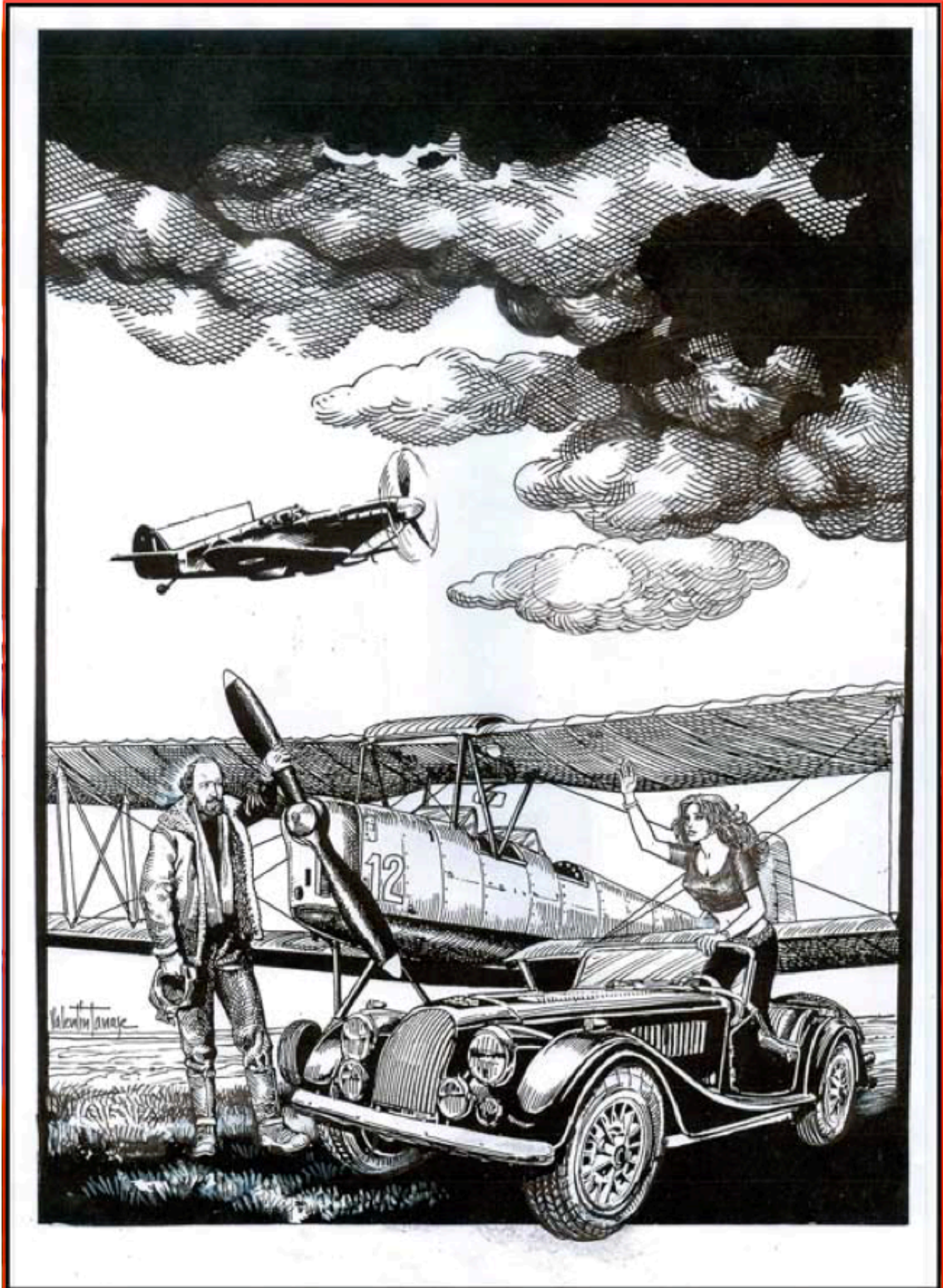
(Photos courtesy of Silodrome Gasoline Culture)

Editor's Note: In the previous article, Marv Coulthard prefaces it with a reference to Thomas Motors Ltd. I found this receipt for the purchase of a 1968 Triumph TR4A-IRS in my files. It was purchased by my late brother-in-law back on September 17, 1968. Thomas Motors no longer exists.

NEW CAR DEPARTMENT 781 KINGSWAY TELEPHONE 879-4588	THOMAS MOTORS LTD. Kingsway at Fraser Vancouver 10, B.C.	USED CAR DEPARTMENT 715 KINGSWAY TELEPHONE 874-5830																																																																				
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I/We hereby purchase from you, under the terms and conditions, and the prices herein, the following motor-vehicle: Make: <u>Triumph</u> Model: <u>TR4A-IRS</u> Body Style: <u>Rds</u> Motor No. _____ Serial No. _____ Licence No. _____ Color: <u>Green Blk</u> Stock No. _____ M.V.R. No. _____ Equipment: <u>includes Heater, 3 Belts, Torque Converter, W. Washer, P.B. Radio, V Coat, W.W. Tire</u>																																																																						
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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-Chairman 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 Treasures from the Jacques Gallien Collection

Jacques Gallien is the Vice-Chairman of the Morgan Owners Group Belgium and editor of their Revue. He has graciously shared a number of his Morgan photographs and artwork for our use. Many of these include Brigitte Bardot, who is an honorary member of the Belgian club. We thank MOG Belgium for allowing us to copy works previously published by them. Brigitte Bardot was the proud owner of a 1967 Morgan Plus 4, 4-seater.



Famous People with Morgans

Me and My Motor: Iain Duncan Smith, Former Conservative Party Leader
By York Membery (Courtesy of the Sunday Times - Driving)

The Tory MP's Morgan attracts many thumbs up, but makes for a bumpy ride



POLITICIANS are at times just as keen to escape politics as the rest of us, it turns out. Iain Duncan Smith, the prominent Brexiteer and former Conservative Party leader, confesses that when the pressure gets too much he takes refuge behind the wheel of his very British 2002 Morgan Plus 4 sports car.

Taking charge of Boris Johnson's leadership campaign hasn't made it any easier to tear himself away from Westminster, but when he does, his favourite way to unwind is pootling along country lanes with the top down. Only about 850 Morgans are made each year, all assembled by hand in the company's Worcestershire factory, and Duncan Smith says it is "quite unlike driving a modern car".

"When you look through the tiny windscreen, you see what appears to be yards of bonnet," he grins. "Other motorists are always winding down their windows and giving me the thumbs up. There's a real nostalgia for classic British cars from an era when they built cars to look good, not to be aerodynamic."

Following an outing in March to meet other Tory bigwigs at Chequers, pictures of Duncan Smith, 65, and his Plus 4 went viral and he received emails from around the country. "The only thing they were interested in was the Morgan — not Chequers, Europe or Brexit."

It's regrettable, he confesses, that the firm that makes his quintessentially British sports car was recently sold to an Italian investment bank. "I'm deeply saddened," he said, "but nevertheless proud to own a car made in the UK which is so obviously British. It's the sort of car you really have to drive and you feel every bump on the road, but that's half the fun of it."

The son of a Second World War RAF flying ace and a ballerina, Duncan Smith got his first car — a BMW 3-series — in 1975 during his army days (he was in the Scots Guards from 1975-81) and “drove all over Europe” in it. The speedometer broke on his way to Munster, Germany, where his battalion was based. “The dial was stuck at zero — I had no idea how fast I was going.”

“You feel every bump on the road in the Morgan, but that’s half the fun of driving it”

After selling the BMW, he bought a stylish Lancia Fulvia coupé from his father. “That was a wonderful car — the love of my life.” Presumably with the exception of his wife, Betsy, whom he married in 1982. “The Italians are fantastic engineers. It was unbelievably responsive.”

Before leaving the army, Duncan Smith took a heavy goods vehicle driving course in a four-ton Bedford, “which I thought might be useful while I was looking for a job,” he says. “I must have eaten more chip butties at transport cafes over those two weeks than in all the years since.”

After starting a family with Betsy — the couple have four children, aged 26 to 32 — he bought a series of estate cars. “The idea of sporty cars goes out of the window when you have a family,” says Duncan Smith, who has been the MP for the constituency including Chingford since 1992.

He became Tory leader in 2001 and the following year bought his second-hand, fully reconditioned Morgan Plus 4, in British racing green. His official car was a black Vauxhall Omega V6 (he remained as leader until 2003).

In 2010, David Cameron made Duncan Smith work and pensions secretary, a job he held until 2016. His everyday car for the past 12 years has been a second-hand Range Rover, which he “got cheap because the gearbox had gone”, but which turned out to be a good buy.

And should he decide to turn his back on politics, he does have that HGV licence on which to fall back.



(Photo courtesy of the Mirror)

From the Morgan Oasis Garage

By *Cuthbert J. Twillie, Proprietor*

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



Making a Rear Apron

By *Cuthbert J. Twillie*

Friends

Let me begin this epistle to the Mognoscenti by saying that you can buy this piece from Morgan Spares in Ancram, New York for thirty-five scoots. Making it yourself, then, means you're doing it for fun or for the sense of accomplishment, 'cuz thirty-five bucks makes it one of the cheapest pieces there is on a Mog.

It is also one of the easiest pieces you can knock off yourself, and therefore a likely candidate for your panel-beater apprenticeship. I got into making this panel 'cuz my car ("I'm selling you a complete Morgan" said Harry M. Barnes II, through his lying teeth) didn't have one. In fairness I must say I did get a perfectly wonderful new wooden bodyframe, and it was well paneled in steel, excepting the rear apron. But by no means did I get a complete Morgan. That's all right, don't snivel. I can't tell you what an adventure it was to locate a set of cream faced instruments from thin air. When they say Morgans are magic, they aren't kidding, kiddo.

Using a paper pattern taken off another rear apron from a Four Seater, I made two pattern pieces out of 1 X 4 Fir lumber. On one of these wood patterns I rounded the ends and lower edges so the aluminum blank would have a nice rounded roll on these edges. One of these blanks is then used to mark the appropriate piece of .050, or .062 3003 H-14 aluminum, scribing a line right around and then adding 5/16ths of an inch all around, and one inch at the top edge.

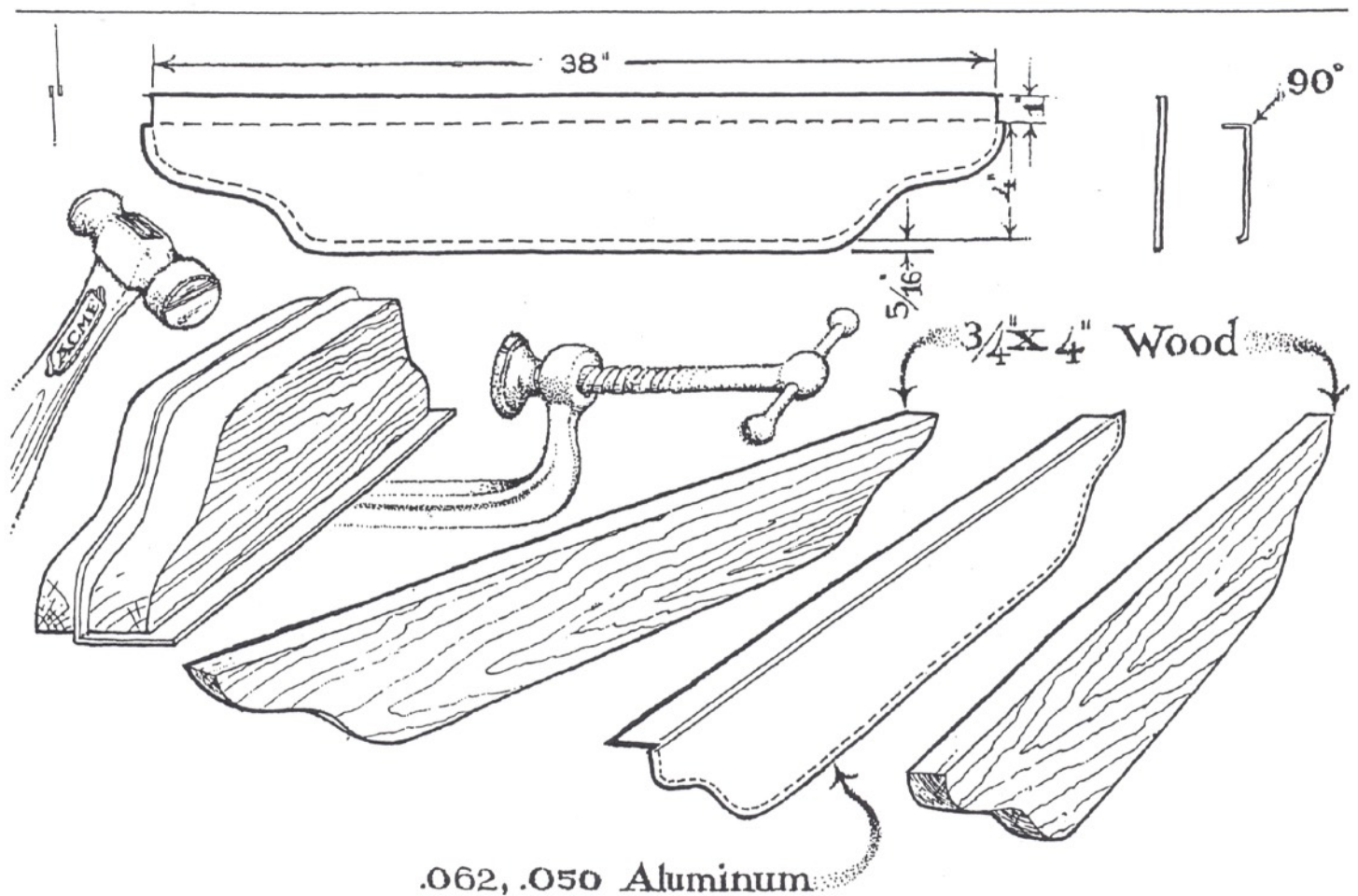
The last one I made was taken to a sheet-metal shop where they bent the top edge over 90 degrees. This gives us a sweet straight line that also adds strength to the metal blank. And, giving the guys in the sheet-metal shop something interesting to do keeps them from going out of their ever loving minds, as well. Here's where working on your Moggie really does make the world a better place.

Now the metal blank is sandwiched between the two wood patterns, leaving the 5/16ths sticking out all around, and the one inch at the top laying back over the rear pattern. The back piece is the one with the rounded edge that the aluminum will soon sweetly conform upon. Now clamping the sandwich together with the exact right amount sticking out all around, and with a ball pien hammer we begin to gently tap the edges over the back pattern. The front pattern is keeping the blank flat and making the metal forming job so easy your old granny could do it. Aluminum is such a well behaved metal, it just seems to want to do exactly what you want it to do. In a few brief moments the once lowly metal blank is now a perfect rear apron as if by magic

The factory rear aprons are made with a steel wire around the lower perimeter, and perhaps you'd like to try rolling a wire around the edges, instead of only bending the edge over. By all means have a go, rolling a wire under the edge is not an impossible task. It is indeed more difficult, and more time consuming. Having a wire formed edge is stronger than a simple bent edge. It is my opinion, however, that if the apron is grounded it's going to get bent out of shape with or without the wired edge. Using today's procedure allows another apron to be made up quickly, should the need arise, with the patterns you didn't throw away upon finishing the first apron.

The factory aprons have a raised edge at their ends. I have not made or even tried to make these, but I suppose if one must have every little factory wrinkle, he could perform this magic with the old pink Bondo, and only his hairdresser would ever know. Cuthbert

Editor's Note: For the technique of making a wired edge, look back in the March 2021 Morgan Link to Colin Gurnsey's article, "Making a Wired-Edge Circular Opening in Sheet Metal."



CUTHBERT'S Rear Apron Sandwich, or CYA.

A Morgan Life - Part 9

By Ron Akehurst

My last task of the day was to install the trim strips on both sides of the rear deck. These were painted in body colour instead of the previous polished aluminum finish. I left the stainless steel mounting screws unpainted, and was very pleased with the appearance after mounting. These painted trim pieces made a perfect finishing touch for the bodywork.

On Thursday (Day 57) Rick wanted to do his touch-up work on the paint, so I yielded the shop to him until the next day. (It was his shop, after all.) On Friday I finished the wiring of the headlights and parking lights, installed one of the radiator support rods, and worked with Andrew on the hood catches and mid-span hood support posts. The support posts had apparently been modified by CMC, again to compensate for the misaligned hood fitment. Andrew was able to adapt one of the existing support posts, but had to fabricate the other. It was amazing to me how fast Andrew fabricated these new support posts and hood catches, typically 15 minutes each, and they all look like original fittings. Maybe I shouldn't be so surprised; he probably made hundreds of them during his 22 years at the factory.

After that was done I mounted the front bumper, immediately noticing that the front bumper had also been shifted to the left by CMC to suit the misaligned hood and fenders. I had to shift the bumper mounting arms to the right about 3/4 inch, first loosening the nuts, then using a large rubber mallet and pry bar I borrowed from Rick. After that it went fast - the rear bumper, the licence plate, the seats, the wheels.....and finally, the drive home.

Before I left, Rick said he would need the car back for two days the following week to re-address one paint flaw on the hood that he'd had trouble with earlier that day and to do the detailed clean-up. I thanked both of them for their fine craftsmanship and over the top service.

I started the engine for the first time in three months. At first it wouldn't start, which wasn't too surprising since we forgot to remove the duct tape across the carburetor intakes. Off I went, only to return two minutes later. With no windshield in place and no eye protection, my eyes were instantly bombarded by dust and debris when I started out behind traffic on Blenkinsop Road. I quickly turned around and retrieved my sunglasses from the Subaru, but they didn't seem to help much since the dust that was blowing around was apparently sanding dust originating from every nook and cranny of my car and coming at me from all directions.

Job number one at home the next day was the installation of new full thickness insulation blocks and gaskets on the intake manifold to replace the shaved-down blocks I had installed many years before to eliminate the interference between the front carburetor and the hood. The resulting clearance measured between the carburetor flange and the hood was 0.4 inch, which may not sound like much, but it's a lot more than the negative number it was before, and it's adequate. At the forward edge of the carburetor throat, the minimum clearance is now 0.65 inch, which should be enough to eliminate the air starvation problem I had been experiencing.

Once this was done, all that remained were the routine replacements, which included the following:

- windshield
- licence plate light
- fender mirrors
- side curtain mounts. I inserted thick gasket paper in the narrow gaps between the internal wooden mounting blocks and the door skins to prevent warping of the door skins when the screws were tightened
- door thresholds, including re-stapling the leather trim

- re-fit leather trim on top edge of the rear quarter panels
- convertible top fittings
- fender running board tread strips
- wiper motor wiring and wiper installation
- radiator stay rod - new one fabricated by Andrew

The one remaining challenging problem was the door top padding and upholstery. I called Kevin at Styles Upholstery and asked what, specifically, was the issue with the new style foam pads. He said because of the extra width of the foam, the top of the interior door trim panel would ideally, but often did not, line up with the bottom of the foam pad. He agreed with me that one of the old pads was not reusable, so we decided to try to fit the new pads. Unfortunately, they were booked up four weeks in advance, so I had to wait.

Next month will be the last instalment of this entertaining story of the restoration of Ron's Morgan.



AR Auto Resurrection

Andrew Smith
Auto Restoration

250-516-1684
arautoresurrection@gmail.com

Morgans in the Movies

By Steve Blake

Comedians in Cars Getting Coffee Starring Jerry Seinfeld and Stephen Colbert

This comedy is an American talk show series that ran from 2012-19 and hosted by Jerry Seinfeld. He would choose a different car each show and a different comedian. They would go for coffee and talk about everything from the car to the life of the other comedian.

An interesting show for us is Episode 6 of season 6 where Jerry hosted Stephen Colbert in a 1964 Morgan Plus 4. They drive in the rain and you can see the power of the windshield wipers! The interesting thing is that out of 84 cars used for this show, this Morgan rated number 5 in terms of enjoyment and fun to drive.



Alex Lauer of Inside Hook ranked the cars back in July 2019 and said, “Morgans are unbelievable cars. They’re very British. Brits like tradition. This basic design has been in production since 1936 ... These cars are so cool to me because they just don’t care what the other companies are doing.”

You can view this episode on Daily Motion at the following link

<https://www.dailymotion.com/video/x3ztzn8>



The Morgan Link



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April 2022

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Photos from Morgan Motor Company drone footage



Morgan Fantasy Photos

Photos that capture the art of the Morgan. This month we are showing ones from the Morgan Motor Company's collection of Timeline Photos.





“Looking Back”

This new feature is looking back 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 look back at another technical article from the late Robert Couch printed in the NW Magazine! Thank you to MOGNW.

Master Cylinders and Fluid

By Dr. Robert

Do you have the proper master cylinder and fluid in your Morgan? Here's another practical tech article from the office of the Morgan Doctor with 33 years as a Master Morgan Restorer and connoisseur of all things Morgan.

As I have been sitting at my computer lately and redoing the Morgan Spares illustrated parts catalog an important point came to mind as I was making some minor changes to some of the brake system stuff. By the way the new catalog has lots of nice stuff added to it like external chrome, sheet metal and other neat stuff. It may be done on DVD this time instead of paper.

This tech article is meant to draw attention to a brake system situation that I have seen a number of times on cars that have rolled through my shop over the years. This is a *very important word of caution* to all Morgan owners with drum brake cars that may at some future time or may have already been converted to disc brakes.

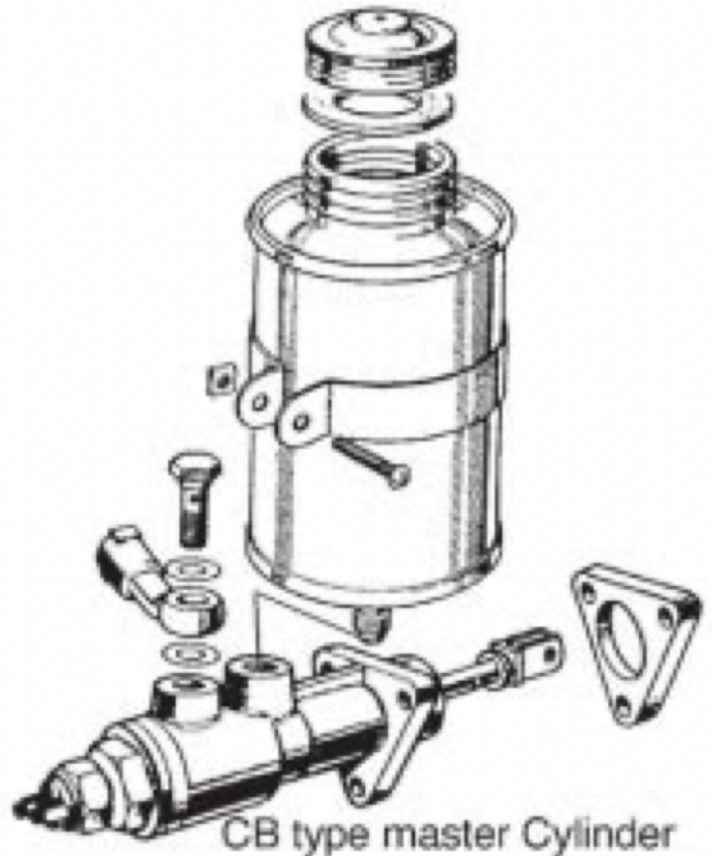
As the brake shoes wear both in the front and the rear of the car, the pistons in the wheel cylinders move outward a little at a time and in doing so they create a void behind them that must be continually filled with fresh fluid from the master cylinder reservoir.

Morgans from 1950 through 1955 used a cast iron master cylinder with a separate reservoir that was produced by Girling

and known as a "CB" (compression barrel) master cylinder. Girling chose to produce at this time a cast steel (yes there is a difference between cast iron and cast steel) master cylinder without an integral reservoir. This may have been because it was hard or maybe cost

prohibitive to cast a steel master cylinder with an integral reservoir. We shall never know for sure nor does it really matter.

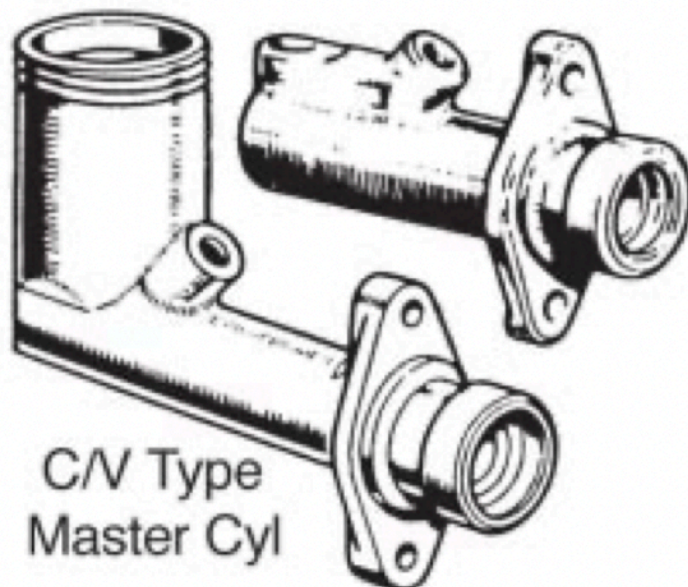
So they supplied a steel cylinder with a separate reservoir to hold the fluid. This type of setup had the reservoir screwed right into the top of the master cylinder. It used no separate feed line like the later aluminum cylinders with a separate reservoir. It also is identified on a Morgan by the mounting of the brake light switch in the very front of it.



Let me wander off my path here for a moment. Morgan cars that were equipped with this type of cylinder also used a 4-way union instead of a 5-way. It's that little brass thing mounted on the chassis just left of the master cylinder that has the master cylinder feed line, front lines, and rear line attached to it. Why you ask a 4-way instead of a 5-way? Because there was no need to mount a brake light switch in this union as long as the switch was mounted on the master cylinder so a 4-way union was all that was needed. But with the introduction of the aluminum master cylinder there was now no place to mount a brake light switch. So, Morgan adapted the 5-way union and the extra port was used to mount the switch in it.

Girling then began to produce an aluminum master cylinder with and without an integral reservoir. This is known as a "CV" (centre valve) master cylinder. In engineering the master cylinder with the integral reservoir, Girling no doubt took the size of the reservoir into account so that it would hold enough fresh fluid to fill the void behind even the largest of their wheel cylinders and the cars that were so equipped.

Girling's famous disc brakes were not being produced yet. I have seen this style of master cylinder with two sizes of reservoirs, a small and a large. Girling also produced, if needed, an extension reservoir for this style master cylinder. This integral reservoir master cylinder no doubt saved major car manufacturers some money in no longer needing to supply a separate reservoir, bracket, and feed line on each car built.



Then Girling produced their famous disc brakes which Morgan began offering as an option and then installing as standard equipment while still offering drum brakes up front for a short time. At this time Morgan continued using the "CV" type master cylinder but no longer with an integral reservoir. Why you ask? It was because of the added large volume behind the caliper pistons.

And here is the main focus of this tech article. I have seen a number of Morgans converted to disc brakes and some original Morgans with disc brakes fitted with the master cylinder with the integral reservoir. Owners of some original disc brake cars have confessed that their cars were done this way. Why? Because it was cheaper to buy the integral reservoir master cylinder than the one that might also need the supply tank replaced due to rust in it. They do get rusty. Lots of these Morgans were done in this way during their restoration. The master cylinders were either missing or frozen up and the supply tanks were also either missing or full of rust. The others were done during their conversion from drum to disc brakes and some during routine maintenance.

So let me finish my point. The added volume in the brake calipers is large enough to drain out the small integral reservoir found in the master cylinders as the pads wear. I have personally heard of this potential disaster happening at least twice. It's not very nice to suddenly have air instead of fluid in your braking system.

So what is a Morgan owner to do if you have a disc brake car equipped with the master cylinder with the integral reservoir?

The safest bet is to:

1. Change the master cylinder and add the supply tank, bracket, feed line and 5-way union.
2. Add a reservoir extension.
3. Keep a faithful eye on the fluid level as the front pads wear and top up the fluid as needed.

As a professional restorer, number 1 is all I would do, with the third being the responsibility of the owner to faithfully do often. Also a word of caution concerning brake fluid. I must have been asked this question hundreds of time over the years. "What kind of fluid is okay to use in my Morgan?"

1. Girling fluid. With Girling brakes installed on a car, which all Morgan's came equipped with until recently, they must use Girling's own brake fluid. Why? Because Girling brake seals are made out of natural rubber and any other fluid will, over time desolve the seals and the brakes will fail. Not so with Girling fluid.

2. Silicone fluid, yes, it can be used except in one instance (more on that below). A full drainage of the system is recommended. What I do is drain the reservoir and fill it with silicone fluid. I then pump the silicone fluid out each corner of the car until pure silicone fluid comes out. You can tell the difference between the two because they are like trying to mix oil and water. I use the NAPA brand and it is purple in colour which is really nice to see when it is coming out. Silicone fluid will not fix worn seals in cylinders, it only will prevent further problems caused by water in the system.

How in the heck did water get in my brakes since I put brake fluid not water in it? Regular brake fluid is a hydroscopic. It sucks up moisture out of the air. Silicone fluid is non-hydroscopic so there is never a moisture problem to worry about.

This is the main reason for brake failure, moisture in the fluid hence the reason lots of classic car owners use silicone fluid. Aluminum (Girling) brake parts take a big hit from the moisture. The cars sit around and some moisture tries to work its way into the brake system. Remember the brake reservoir is open to the atmosphere through the little vent in the cap, that's all it takes!

I talked to a brake fluid technician years ago and he said that if you leave a can of brake fluid open it is useless after 1 hour because of the moisture it sucks out of the air. So the best way to do silicone fluid is to rebuild the brakes as needed and fill with silicone.

I once saw a car that I restored 18 years after I did it. It was a 1958 4-seater with drum brakes front and rear and filled with silicone fluid. The brake cylinders and master cylinder were like brand new all around.

2A: The one instance that silicone fluid won't work. The "CV" (centre valve) master cylinder used on early Morgans make their seal around the centre piston as it passes through a stationary rubber seal. I was told by the tech people who produce silicone fluid that it can cause the rubber seals in brakes to expand up to 10%. That's okay for a seal that moves back and forth against a bore but for one that seals on the inner part of itself around a moving piston 10% is bad.

I clearly remember the first "Flat Rad" that I did with silicone fluid and I spent the better part of a day trying to bleed the system out. Man did it drive me nuts. Just remember that when you think you have it all figured out there's always a curve ball on its way. I just could not get a good head of pressure coming out of the master cylinder. After numerous disassembles of the master cylinder I called the brake fluid manufacturer out of desperation and bingo my problem was solved and I used Girling fluid.

What you can do if you desire to have silicone fluid in this braking system setup is to update the early steel master cylinder with an aluminum one. As stated above, if you have drum brakes use the master cylinder with the integral reservoir. What is needed besides the master cylinder is the proper aluminum spacer that goes between the aluminum master cylinder and the chassis and a five-way union so you have a place to mount the brake light switch.

Happy Motoring!

Robert Couch

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 the Fall Colours Run)

Save the Dates!

May 2022 (TBD) - PACMOG Run - contact Brian Nixon for more details nixon.b@outlook.com

May 21, 2022 - Vancouver ABFM at Van Dusen Gardens - see Western Driver for information or page 50
BBQ at the Miles' - Let Ken know if you are coming by May 14 - kengmiles@telus.net

May 22, 2022 - Drive to Harrison - See Western Driver for Information or page 51

More Upcoming Events

Fortunately, there is a return to drives and shows this year. While some of our favourites have not been able to organize in time, there are still many events to choose from. Some of these, we will organize to attend as a club and others, you can attend on your own. If you know of any other events that would be of interest to the club, please, let us know and we will publish them in the next Morgan Link.

Upcoming Events 2022				
May 7	Sunshine Coast	Contact Scott Broughton		scottebroughton@gmail.com
May 14	PACMOG Drive	Contact Brian Nixon		nixon.b@outlook.com
May 21	Vancouver ABFM	Contact		www.westerndriver.com
May 21	Van Dusen BBQ	Contact Ken Miles		kengmiles@telus.net
May 22	Vancouver-Harrison Run	Contact		www.westerndriver.com
June 5	Restoration Fair Saanich	Contact Richard Neville		2234richard@live.ca
June 1	Fraser Valley Classic Car Show	Contact		britishmotorclub@gmail.com
July 1	Salt Spring Island Show	Contact		mcoulthard@shaw.ca
July 9	BC Collector Car Appeciation Run	Contact TBA		
July 23	Western Washington ABFM	Contact		www.wwabfm.com
August 1	Tsawwassen Sun Festival	Contact	TBA	
✓ August 6/7	BC Historic Motor Races	Contact	TBA	
August ??	Ice-Cream Run	Contact Steve Blake		sblake@telus.net
✓ August 26-28	Heritage Classic	Contact	TBA	
Sept. 9-11	Portland ABFM	Contact		www.abfm-pdx.com
Sept. 24	Silk Cat Sea to Sky	Contact		
Sept. 25	Autojumble	Contact Lambs		
Nov. 6	London-Brighton Comm.	Contact OECC		

2022 Vancouver All British Field Meet



The Greatest Show on British Wheels, Vancouver ABFM, is looking forward to welcoming everyone back to the celebration at VanDusen Botanical Garden on **Saturday, May 21, 2022**.

“After two years hiatus as a result of the COVID-19 pandemic, we are pleased to welcome HAGERTY, the world’s largest collector car insurer and automotive lifestyle brand, to partner with us as the Presenting Sponsor,” 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 through the show’s Youth Judging Awards program, an award to recognize and support young people.

“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 classic car ownership,” said Stewart. “We are thankful for HAGERTY’s support in these important ABFM programs.”

Featured marque anniversary celebrations, carried forward from 2020 & 2021, are Triumph Stag’s 50th, English Ford’s 100th, and Jaguar E-Type’s 60th anniversary.

A unique look at the future will be showcased in an ElectraClassic vehicle display, showcasing the trend of combining classic looks with modern drivability.

The restart of the Vancouver ABFM will be a day to remember, with an entertaining gathering of British-built classics, exhibitors and vendors on display on the Great Lawn of the beautiful VanDusen Garden.

“After the 2020/2021 pandemic years of cancelled events and social isolation, we are looking forward to opening the gates at VanDusen, seeing the classics roll in, and welcoming everyone to our much-cherished event,” said Joan Stewart, co-chair of Vancouver ABFM.

Register for the Vancouver All British Field Meet with the following link.

https://www.westerndriver.com/?page_id=13302

Or go to www.westerndriver.com for complete information.

The associated drive to Harrison Hot Springs will be on Sunday, May 22, 2022. You can register at:

https://www.westerndriver.com/?page_id=13470

Again, you can get full information on this event on Western Driver’s website.

www.westerndriver.com

Harrison Hot Springs is new destination for 2022 Vancouver ABFM All-Brit Car Run

For the past 27 years, the Vancouver-Whistler ABFM Classic Car Run has travelled the Sea to Sky Highway on its Vancouver to Whistler route, culminating with a car display in the Olympic Plaza and Creekside locations.

That route is no longer an option, as the Whistler Resort Municipality has introduced a new Green Eco policy that prohibits all carbon-burning vehicles from renting their facilities, effectively eliminating classic car events in the Village.

One route closes & another opens

As a result of these changed circumstances, the Vancouver ABFM Whistler Run will offer a new and improved replacement event—the Vancouver-Harrison All British Run—already affectionately dubbed the *Searching for Sasquatch Rally*.

With this fresh opportunity, the event organizers intend to increase the day's fun factor, including entertainment, barbecue lunch, optional overnight hotel stay, plus awards and lots of prizes.



Ensuring the fun element will be the event's official MC, our very own ABFM judge John Allen, Harrison Country Club & Resort owner, our event's official venue.

Check out the event details below, and please send in your registration form—sooner rather than later, so we can finalize plans for this fun, classic-car day.

Date: Sunday, May 22, 2022 (Victoria Day Weekend)

Start Location: [KMS Tools, 110 Woolridge Street, Coquitlam \(opposite IKEA\)](#)—Coffee & donuts provided to start your journey.

Registration Deadline: All participants must preregister by April 25, 2022. Pick up Entrants Pack & Rally Plaque on the Sunday at KMS start or at VanDusen on Friday, May 20, 2022, 5:30pm-8:30pm.

Start: Convoy together or individually between 10am-11am; route map provided.

Route: Via scenic route 7 to Harrison Hot Springs. 114kms via Hwy 7: Coquitlam – Maple Ridge – Mission – Agassiz – Harrison Mills – Harrison Hot Springs (**Scenic 7 route**)



To Register:

https://www.westerndriver.com/?page_id=13470

Destination: Harrison Country Club RV Resort, 400 Hot Springs Rd, Harrison Hot Springs, BC—a three-minute walk to the Village and lakefront. Optional overnight hotel accommodation, contact tourismharrison.com/stay/ or Best Value: **Harrison Lake Hotel**, book early as this is a busy holiday weekend.

1:pm-3pm Optional Barbecue Lunch @ \$15/per person (Hamburger, Veggie Burger; Salad, Dessert, Coffee, Water, or bring your own. Awards, Prizes & Entertainment. MCs: Harrison Country Club RV Resort owner/ABFM judge John Allen & co-event organizer Joan Stewart.

*An intimate spring-time showing of
British motorcars and motorbikes*

SUNSHINE COAST, BC



ALL BRITISH FIELD MEET

Noon-5PM Sat May 7, 2022

UPDATE NO. 3:

- ✓ ONLY 10 PLACES LEFT FOR CARS!
- ✓ \$20 / CAR AND \$10 / BIKE TO SHOW, OPEN TO PUBLIC
- ✓ STEWARDS / ORGANIZERS, CONTACT:
SCOTTEBROUGHTON@GMAIL.COM &
IAN ROSSITER IANHR49@ICLOUD.COM
- ✓ LOCATION: BRICKER CIDER CO, 6642 NORWEST BAY ROAD, SECHLT (NO PARKING ON NORWEST PLEASE)



B

The
Bricker
Cider
Company

HAND CRAFTED ON THE WEST COAST
THE OLD FASHIONED WAY

The Old English Car Club & Saanich Historical Artifacts Society

15th Annual Restoration Fair & Swap Meet

Sunday, June 5, 2022 10am – 3pm (rain or shine)

Heritage Acres, 7321 Lochside Drive, Saanichton



Participant Information

- On-line registration is available by emailing the form directly to the registrar Kim Parker and payment via Paypal is available. Visit <https://tinyurl.com/2p85mhwp>
- All registrations received on or before May 20 will be acknowledged by email.
- Please check in at the gate on Sunday where you will be directed to your setup location.
- Spaces will be assigned on a first come first served basis and the organizer's decision on placement is final.
- Gates will open at 7:30am on the day of the Fair for set up. Vendors are requested not to start selling before the official opening at 10:00am.
- British cars in the show and shine will be admitted any time after 8:30am.
- No refunds of registration payments will be made unless cancellation is received in writing on or before May 20.
- Unauthorized vehicles and vehicles parked in the roadways or obstructing access will be towed at owner's expense.
- The Old English Car Club and the Saanich Historical Artifacts Society and their agents and licensees are not responsible for security.
- Participants are not permitted to sell food.
- Tear down is not to start before the Fair closes at 3:00pm.
- Participants are required to remove all their equipment, parts, tools, literature and the like plus any garbage from the site.
- Smoking is discouraged on the site and is not allowed in any building or covered area.

We look forward to seeing you at the Fair and hope you have an enjoyable and successful event!

Information and queries:

Richard Neville
250-889-9041
2234richard@live.ca

Kim Parker
250-656-3128
kp3128@shaw.ca

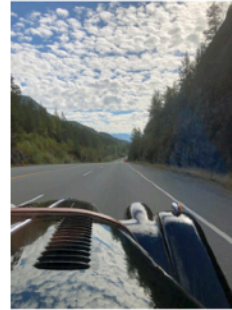


Proceeds of this event support



Sea to Sky All British Rally 2022

www.seatoskyallbritishrally.com



North Vancouver to Whistler
Saturday, September 24th, 2022

This is your official invitation for the 10th annual Sea to Sky All British Rally, come and showcase your beautiful British cars!

We are very excited to announce that we will host the whole event of the Sea to Sky all British Rally this year. We are thrilled to have secured a beautiful new location in Whistler with ample parking and a big deck to enjoy a lunch at 6922 Lorimar Rd. Whistler.

You will be able to leave your car for a few hours and either bring your own lunch, or, (We are currently working on securing a catering company to prepare us lunch. If you have any connection or suggestions, please let us know). There is of course the opportunity to stroll to the village.

Be sure to register early and fill in the quick entry form at

www.seatoskyallbritishrally.com

We look forward to welcoming all types, makes, and years, of British cars.

This fall rally is one of the last events of the 2022 British car season.

We look forward to seeing you September 24th, 2022!



1957 Morgan Plus 4 Sold Last Month

By Steve Blake

According to Bring-a-Trailer, "This 1957 Morgan Plus 4 is finished in green over black leather upholstery and is powered by a 1,991cc inline-four paired with a four-speed manual transmission. The car is said to have been the subject of a refurbishment completed under prior ownership, which included a repaint and refreshing exterior components. Work performed under current ownership in 2007 included overhauling the front braking system and refreshing the interior and multiple mechanical components. Equipment includes a black convertible soft top, a top boot, side curtains, a leather hood strap, a woodgrain dashboard, seatbelts, and a front spotlight and badge bar. The car is said to have previously resided in Ohio before it was acquired by the seller in November 2006. This Plus 4 is now offered with removed parts and a clean California title in the seller's name."

Sold for US\$26,000 on BaT on March 25, 2022

BaT Essentials

Seller: [Rosie107](#)



Location: [El Dorado Hills, California 95762](#)

Listing Details

- Chassis: [3653](#)
- 37k Miles Shown, TMU
- 1,991cc Inline-Four
- Moss 4-Speed Manual Transmission
- Green Paint
- Black Leather Upholstery
- Black Soft Top & Side Curtains
- Gray-Painted Steel Wheels
- Chrome Bumpers
- Fender-Mounted Side Mirrors
- Front Spotlight & Badge Bar
- Leather Hood Strap
- Wood Dashboard



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.



This one owner 1995 LS3 Morgan Plus 8 sold on BaT for US\$58,000 on April 3, 2022.



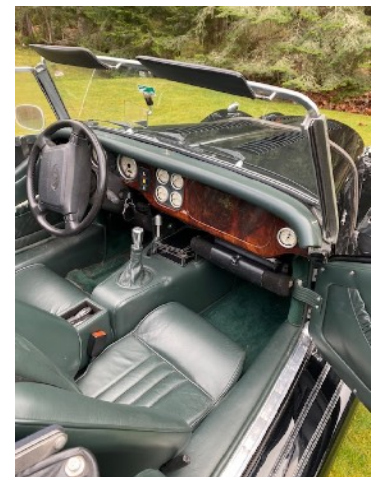
This RHD 1954 Morgan Plus 4 sold on BaT for US\$20,500 on April 21, 2022.



This 1960 Morgan Plus 4 DHC with trailer sold on BaT for US\$5000 on April 24, 2022.



This 1965. Morgan 4/4 sold on BaT on for US\$25,000 on April 27, 2022.



PACMOG Member's 2005 Morgan Roadster For Sale

32,000 miles - US\$75,000 Contact Gerry Seligman at 1-206-355-3834 or houseboatseli@comcast.net

European Sales



This 1962 Morgan Plus 4 SS sold in Paris for €82,960 on March 27, 2022. (CDN\$113,000)



This 2002 Morgan 4/4 sold at Ewbanks for €18,000 on March 22, 2022. (CDN\$24,500)



This 1930 Morgan 3-Wheeler sold at the Imperial War Museum Auction for £36,000 on March 16, 2022. (CDN\$59,000)



This 1935 Morgan 3-Wheeler Super Sport sold at the Imperial War Museum Auction for £45,000 on March 16, 2022. (CDN\$74,000)



This 1938 Morgan 3-Wheeler Aero sold at the Imperial War Museum auction for £28,000 on March 16, 2022. (CDN\$46,000)

The Morgan Link



This 1934 Morgan 3-Wheeler F4 sold at the Manor Park Auction, Runcorn, for £13,800 on March 12, 2022. (CDN\$22,700)

Another Project Car Available!

This, original, right hand drive Morgan 4/4 Series V is shown in the factory register to have been completed on the 28th November 1966 with disc brakes, heater and 'pump up' bucket seats. Supplied through Bowman & Horik and registered in the UK as NNP 397E and sold to a family who then moved to Washington, United States taking this Plus 4 with them. Looking at the Certificate of Title the owners then moved to California and registered the car there in 1990. After a while the car was placed into long term storage which accounts for its good rust/rot free condition. Returned to the UK in December 2020 the current owner has had the car running but it would need fully recommissioning before being used. It is a very good candidate for a complete restoration. Finished in red with the original black interior this Morgan 4/4 is supplied with the Californian certificate of title, the NOVA registration number and copies of the records about the car from the factory ledger.

This Morgan was offered for sale by Historics Auctioneers at their Ascot Auction on March 12, 2022. The estimate was US\$17,000-23,550 but it was only bid to \$9781. Contact <https://www.historics.co.uk/contact/>



(Photos courtesy of Historics Auctioneers)

PACMOG Regalia

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

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



On the car or on the mantelpiece, this beautiful high quality enamelled grill badge adds a touch of class.

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



Whether it's on your cap, shirt, or jacket, this lovely embroidered fabric iron-on patch tells the world you're a Pacific Morganeer

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire



www.regbeercoachbuilder.ca

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

Martin Beer & Stephen Beer

933093 Airport Road
Mono, 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



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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

2022 Membership Application

(Please print in block letters)

2022 Membership

Membership is only \$10
Make out cheques to "PACMOG"
Send dues and completed form to:
Pat Miles, Treasurer
15410 Kildare Drive
Surrey, BC V3S 6B9
Or E-transfer to pat_miles@hotmail.com

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal/Zip Code _____

Phone _____ Cell _____ Work _____

Email address _____

Spouse email address _____

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

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

Engine type _____ VIN or Chassis number _____

Comments? _____

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

Engine type _____ VIN or Chassis number _____

Comments? _____

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