



# The Morgan Link

Vol 6 No 8

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Aug 2021



## From the Editor's Desk...

This month we start by looking at two different cars. The first one is the new Morgan Plus Four CX-T. This started as a sketch on the wall in the Morgan Motor Company design studio, drawn when the designers had time to draw out their whimsical flights of fantasy. The sketch remained on the wall, not much different to the prized artwork you magnet to your refrigerator drawn by your children or grandchildren. One day, when the MMC brass toured through the design studio with some investors, they commented that MMC should build that car. The designers looked at each other and dreams became reality. We now have a small run of special Morgan Plus Four CX-Ts built in partnership with RallyRaid UK, a company who has designed and prepared many off-road vehicles for rally purposes.

Some people love this new car and some hate it. I think it is a brilliant concept piece and the small run of eight cars will not impact the exclusivity and "specialness" of our Morgans. From concepts like these cars and through racing and rallying, we benefit from the research and lessons learned that improve the newer Morgans as they are built. I remember years ago at Westwood Race Track, the Camaros used to heat up their brakes so much that at the end of the straight, the brake lines would blow off. Cars would end up in the gravel at the end of the straight. GM learned and after that, all new Camaros had screw-on brake hoses.

The second car featured this month is a 1956 Plus 4 Sports Racer. This fibreglass-bodied car now resides on Whidbey Island in Washington State and is one that looks very fast even when standing still. It is definitely not a traditional Morgan, more resembling a Scaglietti designed Ferrari. When the border re-opens, I see a drive coming to Whidbey Island!

Lots of great Morgan driving weather remaining this summer! Get yours out and join us on a run or do your own drive before the rain returns.

Happy reading and safe driving!

*Respectfully,  
Steve Blake*



### The Morgan Link

August 2021

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- August 2021

*By Steve Blake, Chair*

It is with heavy hearts, the executive acknowledges the passing of one of our members, Hal Irwin. Hal has been a stalwart member on the Island, originally with MOGNW. He was often seen with his wife, Garnet, zooming along in their 1968 Morgan Plus 4, 4-seater. Our condolences go out to Garnet and Hal's family. He will be missed.

All is quiet on the executive front so we were fortunate for Morgan Motor Company to introduce the new Morgan Plus Four CX-T. To say that it is controversial is an understatement. I will say up front that I think the design and concept are brilliant and I am happy that the investors put money into this project. It is definitely not a Morgan for everyone. Some even questioned whether the release was a joke. Good thing they did not release it on April 1st!

Without building concept cars, automotive manufacturers would not be able to gauge public reaction or test new ideas. An off-road worthy Morgan would certainly be welcome in countries without the highway infra-structures we have. Dare I say that some highways in the USA have fallen into such disrepair that this car should be the norm!

Take a look at the two videos in the articles on this car. In one, Jon Wells, Morgan's Head of Design, explains the car's concept and the CX-T is shown driving on some brutal terrain. Enjoy the dream as there will only be 8 of these cars built, only one available for the USA market. That means for us in Canada, we will have to wait 15 years before we can fork over upwards of CAD\$3 million for this car. Maybe it will have depreciated by then!

With the fourth wave of the pandemic upon us, don't just hide away. Reach out to your friends in the club and share time with Face Time, Skype, Zoom, an e-mail, or pick up the phone. If you are feeling lonely and locked away, better believe your friends are, too. Let me know if you want me to set up a Zoom meeting for any or all of you who are not comfortable to meet in person or join in a club drive.

Stay safe!

## New Members

No new members this month.

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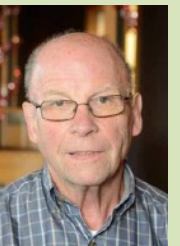
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## Contents

Page 2 – From the Editor’s Desk
Page 3 – Chair Report
Page 5 - On the Road
Page 7 – Introducing the Morgan CX-T
Page 10 - More Details on the Morgan CX-T
Page 13 - Morgan West
Page 14 - Hal Irwin
Page 15 - Historic Stewart Farm Picnic
Page 17 - Drive to Carry-On British Parts
Page 19 - WW ABFM
Page 20 - 1956 Morgan Plus 4 One-off Sports Racer
Page 24 - Famous People with Morgans - R. Hammond
Page 25 - Toyota Warns About Electrifying All Vehicles
Page 27 - Morgans in the Movies
Page 28 - The Morgan Maketh the Man
Page 29 - Oil - Cuthbert J. Twillie
Page 31 - Morgan Art - Valentin Tanase
Page 32 - Morgan Art - Jacques Gallien
Page 33 - Andrew Smith - Part 7
Page 35 - A Morgan Life - The Fenders - Part 1
Page 37 - Bargain '50s Greats: Healey vs Morgan vs TR2
Page 43 - Al Allinson’s Brabham BT-5
Page 46 - Malvern Memories
Page 47 - Dorg’s Morg
Page 48 - Morgan Fantasy Photos
Page 49 - PACMOG Website
Page 50 - Looking Back
Page 51 - Events
Page 56 - Car For Sale Last Month
Page 57 - Marketplace
Page 59 - Answer to the May Signpost Quiz
Page 63 - Membership Application

Non-voting member attending  
Board Meetings as Secretary

Steve Hutchens  
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### Cover Photo Credit:

This month’s cover photo was taken by Steve Blake at the conclusion of the Harrison Drive. Dave Collis’s 1963 Morgan 4/4 is featured in the photo.

### 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, Lorne Goldman, Tom Morris, Roger Mulloy, James Gilbert (MMC), Alistair Crooks, Frank Gruen, Valentin Tanase, Jacques Gallien, Gary Bell, Jane Cowan, tom Everts, Bill Hayter, Al Allinson, Machiel Kalf, Jim Simpson, Geoffrey Hacker, Chuck Simpson, Bryan Preston, Phil Johnson, Ron Akehurst, Paul Hardiman, Tony Baker, Howard Jewell, Chris Brunt-Tompsett, Bob Adair, Stu Rulka

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The Morgan Sports Car Club of Canada  
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!



Pat Leask's collection gathering in the sun. (Pat Leask photo)  
Morgan Plus Four racer in action. (Morgan Motor Company photo)





Tom Morris and Elaine Davies in Plus 8 and Ken and Pat Miles in Plus 4 DHC climbing Cypress Bowl  
One more photo from Machiel Kalf in the Netherlands windmill country





## INTRODUCING THE MORGAN PLUS FOUR CX-T

The Plus Four CX-T is Morgan like you've never seen it before. Designed for overland adventure and exploration, the Plus Four CX-T redefines the capabilities of a Morgan sports car.



Morgan has a long history in trialling, these are the all-terrain endurance events which test man and machine to their very limits. As early as 1911, Morgan sports cars were competing – and winning – in these competitions around the UK.

Trails is where the 'T' in its latest creation, the Plus Four CX-T, comes from. It's this spirit of adventure in Morgan's history, along with the voyages that have been undertaken by Morgan customers all over the world since, that have inspired the new model. The CX part of the name, you might've guessed, references the versatile CX-Generation bonded aluminium platform which underpins both Morgan's Plus Four and Plus Six models.

“The project was unrestrained and born entirely from a desire to create an exciting British adventure vehicle,” says Jonathan Wells, Morgan’s Head of Design. “For me, it’s a complete package: historical integrity, legitimate capability, and a brand-new adventure-lead aesthetic.”



The extreme capability of the vehicle comes from a host of modifications and upgrades: EXE-TC coilover assemblies, Plus Six suspension arms, bespoke bushes, and off-road tyres give the vehicle a drive-over obstacle clearance of 230mm, and the durability to match, while a three-mode locking differential maximises traction on any surface type.

For travelling far from the beaten track, a rear equipment rack – which incorporates a protective exoskeleton – houses an array of stowage solutions. It can be further adapted to carry leisure equipment such as bikes and surf boards, to compliment the lifestyle activities of the owner. Less visible is a five-piece underbody protection system and full bespoke exhaust system with rear side-exit that improves the Plus Four CX-T’s all-important departure angle.

Watch the following two brilliant videos showing the capabilities of the Morgan Plus Four CX-T at the following links.

<https://www.youtube.com/watch?v=o8dWW5QwKDY>

Another video discovered by Pat Miles really explains the car and shows what it can do.

<https://www.youtube.com/watch?v=8WAKiSnhIG0>

(Morgan Motor Company photos)





Tempted? Well, just eight vehicles will be built, all to be finished before the end of 2021 and priced at £170,000 plus local taxes. For that, you'll be able to sit down with Morgan's design team to tailor the specification to your exact desires.

Contact your local Morgan dealer to find out more.

## More details on the Morgan CX-T



### Introducing the Morgan Plus Four CX-T: The Morgan Built For Overland Adventure

- The Morgan Plus Four CX-T is a Morgan like you've never seen before, designed explicitly for overland adventure
- The inspirations behind the model are rooted in Morgan's historic durability trialling endeavours, and the adventures undertaken by Morgan owners through the decades
- The Plus Four CX-T is based on the CX-Generation platform, which was launched in 2019 and underpins the production-model Plus Four (and Plus Six)
- The designation CX-T is derived from the use of CX-Generation underpinnings coupled with Morgan's trialling provenance
- Morgan has partnered with Rally Raid UK, renowned creators of Dakar race vehicles, for the project
- The fitment of uprated suspension, underbody and occupant protection, and a raft of specialist equipment gives the CX-T a striking visual presence and genuine all-terrain capability
- Morgan products exist to provide an antidote to sanitised motoring, and the Plus Four CX-T epitomises this sense of purpose
- Just eight Plus Four CX-T models will be built, priced at £170,000 plus local taxes

Malvern, 5 August 2021 Morgan unveils the Plus Four CX-T, a car with adventure at its core. A vehicle with capability not yet witnessed on a Morgan sports car, it opens up the possibility of routes, landscapes and destinations inaccessible by Morgan cars until now. The Morgan Plus Four CX-T is inspired by Morgan's well documented history of competing in all-terrain endurance trials. As early as 1911, Morgan sports cars were competing and winning in trials competitions, and this spirit of adventure has been key to shaping the Morgan brand ever since. The more adventurous journeys that are frequently undertaken by Morgan customers all over the world have further fuelled the desire for Morgan to imagine the Plus Four CX-T.

Following the launch of the Plus Four in 2020, Morgan partnered with Rally Raid UK, renowned creator of Dakar race cars, to jointly design and engineer the Plus Four CX-T. One of the aims of the project is to demonstrate the capability and durability of Morgan's new CX-Generation platform, along with the Plus Four upon which the CX-T is based.

Just eight vehicles will be built, priced at £170,000 plus local taxes and supplied in full overland specification, with each customer having the opportunity to work alongside Morgan's design team to specify their own CX-T. Every Plus Four CX-T is built at Morgan's factory in Malvern, Worcestershire, before undergoing the final preparation and setup at Rally Raid UK's own workshop facilities. Morgan's design and engineering team have worked alongside Rally Raid UK throughout the programme to define the concept, specification, technical attributes, and aesthetic of the model. Technical details. The exterior of the Plus Four CX-T is designed to maximise luggage and equipment carrying capacity, and provide the occupant protection necessary for extreme environments. Simultaneously, Morgan has ensured that its visual design reflects this capability and purposefulness.

Most prominently, the rear panel of the vehicle has been replaced with an equipment rack, with unique side body panels designed to be reminiscent of the classic four-seater Morgan. The rack houses two ruggedised and waterproof Pelican luggage cases, a Zarges aluminium tool/storage box, two Rotopax 11-litre containers and two spare wheel/tyre assemblies. Additionally, for those who venture further off the beaten track, recovery equipment is mounted on the exterior of the car within easy reach when required. All exterior mounting systems for all storage and equipment have been painstakingly engineered to be tough and easy to access when needed.

The external protective exoskeleton can also be adapted to carry leisure equipment such as bikes and surf boards, to compliment the lifestyle activities of the owner, while the removable side screens can be mounted onto the roof of the vehicle, allowing them to be carried unobtrusively in case of a change in weather conditions.

Rally Raid UK undertook a complete study of the standard Plus Four vehicle to determine the possibilities for the conversion. This study included durability assessments of the platform, drivetrain, and suspension systems. The suspension has been designed to be expedition ready: tough and fit for purpose. Durability, and a drive-over obstacle clearance of 230mm, has been achieved using modified Plus Six wishbones. These widen the track and allow for the extra arc of movement required to achieve the desired suspension performance. The wheel arch apertures have also been modified, allowing the suspension to compress deep into the wheel well, providing maximum traction and stability. EXE-TC coilover assemblies with internal bump stops are used, these have been developed by EXE-TC specifically for the vehicle. These assemblies are born from off-road competition, and are calibrated to provide the ideal balance of compliance and durability. In addition to the main suspension hardware, the lower suspension arms contain bespoke bushes which further increase durability. The combined suspension package is optimised to undertake journeys neverbefore attempted in a Morgan sports car, while ensuring composure and comfort during any excursion into the back country. A five-piece underbody protection system – comprising an engine guard, rear chassis guard, mid-section shield and rear undertray – helps to protect the chassis and important components from damage when driving in extreme conditions.

The car is also fitted with a full bespoke exhaust system with rear side-exit that improves the departure angle and contributes to 230mm of ground clearance. The Plus Four CX-T uses a BMW X-Drive electronic differential with bespoke software, calibrated and tested specifically for the application. Switches inside the cabin allow a choice of three modes to be selected depending upon the driving conditions; each mode varies the degree of differential lock that is applied. Selecting 'Road' mode fully opens the differential, while 'All-Terrain' mode applies approximately 45% lock to the rear differential, allowing some variation torque distribution between the rear wheels. 'All-Terrain – Extreme' mode fully locks the rear differential, providing equal torque to both rear wheels. The two All-Terrain modes are designed to be used when tackling rough surfaces and low-traction conditions. The final drive ratio has also been shortened to account for the larger diameter tyres and suit all-terrain usage.

Inside the cabin of the Plus Four CX-T features have been added to improve occupant comfort and usability in remote environments. A RAM mount track is built into the dashboard to allow the secure fixing of a variety of devices such as phones or cameras. A flexible map light, pencil and notebook holder have also been integrated, all designed to withstand operation in harsh driving environments. Cabin stowage has also been optimised with the addition of a removable map/document holder and insulated cool bag, both located in the passenger footwell. A custom-made first aid kit is mounted to the internal roll cage behind the seats. Just like the exterior equipment, every interior feature has been designed with accessibility and convenience in mind, whether this is for use in remote conditions or the leisure pursuits of the owner. The cabin is enclosed within a composite hard top which is unique to the Plus Four CX-T and has been intricately engineered to fit between the internal and external roll cages.

The Morgan Plus Four CX-T is the second of two special projects being produced by Morgan in 2021, with the first being the Plus 8 GTR. The introduction of the Plus Four CX-T also coincides with the announcement of Model Year 22 updates to the Plus Four and Plus Six, and helps to inform technical and aesthetic advancements for Morgan's current and future range of vehicles. The Plus Four CX-T is on sale immediately, with all vehicles due to be built before the end of 2021.



(Morgan Motor Company photos)



MORGAN THREE WHEELER

**NEW 2021 Morgan THREE WHEELER** Maserati Pontevecchio Bordeaux Matte Satin Finish - Special One of One // **HAIL BRITANNIA EDITION!!**

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

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

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

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

### ROADSTERS

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

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

**110 miles 2019 Morgan Plus 4** Anniversary Blue, Tan Leather // **MODERN VERSION OF A '65 P4!**

**700 miles 2019 Morgan 3.7 V6 ROADSTER** Champagne Metallic, Sky Blue Yarwood leather // **MINT!**

**2k miles 2019 Morgan 3.7 V6 ROADSTER** Sports Black, Dark Brown leather // **STUNNING!**

**2003 Morgan Plus 8** Ivory exterior, Black Yarwood Leather // **10.8K MILES!**

**2003 Morgan Plus 8** Morgan Navy Blue, Black leather // **ARRIVING SOON!**

**2002 Morgan Plus 8** British Racing Green, Tan leather // **BEAUTIFUL EXAMPLE!**



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

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

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

**1963 Morgan Plus 4 SUPERSPORT**, British Racing Green, Black leather // **HUGE PRICE REDUCTION-OPPORTUNITY OF A LIFETIME!!**

**1949 Morgan Four/FOUR SERIES 1** Tan body with chocolate wings, Chocolate leather // **HUGE PRICE REDUCTION-WHAT AN OPPORTUNITY!**



### OTHER MARQUES

**NEW 2021 Allard J2X MkIII** Coming soon!

**2009 Aston Martin VIRAGE DROPHEAD** Stunning!

**1965 Sunbeam TIGER Mk1A** Race Rally Prepped!

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

**1959 Austin-Healey BUGEYE SPRITE** Larger 1,100cc engine!



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## In Remembrance

### Hal (Harold) Dunning Irwin

July 23, 2021

Hal's sudden passing on July 23, 2021, at the age of 88 from a rare brain infection has shocked his friends and family. Hal will be greatly missed by his wife, Garnet and his five children, Drew (Laurie), of Sidney, Heather-Anne (Scott) in Toronto, Caitlyn (Caius) in Victoria, Jonathan in Victoria and Christine in Edmonton; his seven grandchildren; and his two Chiweenies, Monty and Lola, who don't understand why Hal hasn't come home. With an affinity for numbers, Hal began his accounting career in Toronto becoming Partner at Deloitte in 1968. He moved to Kitchener, Ontario where he was tasked with opening the local office specializing in small business. After 8 years there he made his way west to Edmonton as Managing Partner till his retirement in 1992. Knowing his retirement was coming Hal looked into his next career and found the boating oasis around Vancouver Island. The day before he showed symptoms was like any other day for him; he went to work at the Boatyard, driving his 1968 Morgan. Philbrook's Boatyard in Sidney, BC is a 'going concern' he and son Drew acquired in 1987 and have run ever since. Hal was the youngest of 2 boys born to Dunning and Viola Irwin in Toronto. Hal was a natural athlete, starting horseback riding at 6, learning to ski with his young family, playing tennis into his 70s and golf



into his 80s,

playing better than an occasional player deserved. He had a love for craftsmanship, especially in cars and boats. His first wooden boat was an outboard runabout on Kahshe Lake in 1962 eventually followed by a beloved Gravette on Lake Joseph. It was craftsmanship that drew him to musical instruments, art, Morgans and to Philbrook's. He loved everything about boats and owned many over the last 30 years. Hal was happiest with family around him exploring the waters around the Gulf Islands on a summer's day. Hal was a renaissance man with a sharp mind, he was involved in politics, the arts, sports and was concerned about the legacy his generation was leaving behind. He had a way with words and no one was better with a spreadsheet. Hal will be truly missed, but his legacy lives on. In lieu of flowers, donations to Beacon Community Services may be made online at [www.beacons.ca](http://www.beacons.ca). A Celebration of Life will be held on Thursday, August 12, 2021, at McCall Gardens, 4665 Falaise Drive, Victoria, BC, please RSVP for the celebration at 1-250-656-1157 (Philbrook's Boatyard). Condolences may be offered to the family at [www.mccallgardens.com](http://www.mccallgardens.com).



Hal and Garnet's 1968 Morgan Plus 4, 4-seater  
(Jane Cowan photo)

# Historic Stewart Farm Picnic

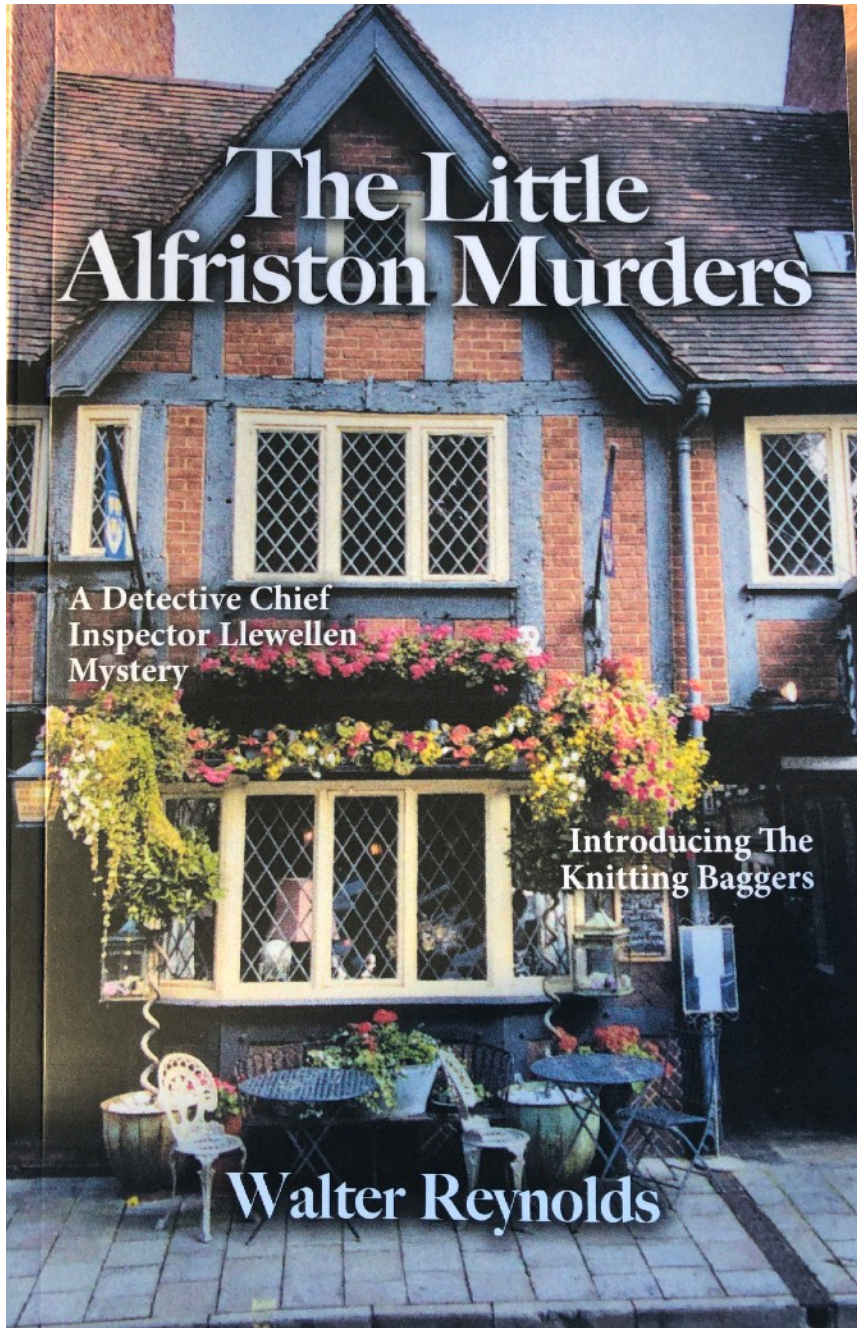
*By Steve Blake*

A summer picnic was perfect answer for the brilliant weather we were enjoying this August. The Olde English Car Club hosts a picnic at the historic Stewart Farm and as a number of us belong to that club as well as our own, we decided to join the fun. Ken and Pat Miles in their 1969 Morgan Plus 8, Chris and Aiayne Brunt-Tompsett in their 1965 Morgan Plus 4, and Steve and Susan Blake in their 1991 Morgan Plus 8 attended the picnic along with other OECC members, bringing the total to 32 people on the lawn overlooking the Nikomekl River.

This year, with the weather a little warmer, we had very few mosquitos to annoy us. Walter Reynolds shared with us that he had completed his first novel and received a copy in the mail that day. He passed around the 500+ page novel for us to see what kept him busy through the pandemic. The book is titled, the Little Alfriston Murders, and is available at all your favourite booksellers in softcover, hardcover, and e-book formats.

After everyone ate their meals, a tour of the car park was in order to see the selection of British cars on hand. We were treated to an MG TD, MGB, several Jaguars including both an E-type and an F-type, Lotus Elan, TR6, our three Morgans along with others. A drive through Ocean Park and the White Rock promenade concluded the evening.





**D**ETEKTIVE Chief Inspector Dennis Llewellen of the Shrewsbury Constabulary has his hands full with the disappearance of two prominent local men, a jewelry theft, and several murders. If that isn't enough, Llewellen and his sergeant, Detective Sergeant Annette Foden, must now deal with local hobby-sleuths, the Knitting Baggers. However, the three-member Knitting Baggers occasionally manage to help officers of the Shrewsbury Constabulary navigate the behind-the-scenes life of the village of Little Alfriston; that is, until the three women are confronted by danger. This is Llewellen's first exposure to the Knitting Baggers and their dogged perseverance. Country life was never this challenging!

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(Steve Blake photos)



## Drive to Carry-on British Parts

On Thursday, August 19, 2021, the Morgans of Steve and Susan Blake, Bob McDiarmid and Ken and Pat Miles met at Tim Horton's for coffee etc., before departing for the new Carry-On British Parts sales office in Aldergrove, BC. They were joined by Alex Maclaurin in his Tiger, Bill Hayter in his Porsche 911, Colin Guernsey in his BMW Z4, and Lyle Johanson in his Kia Kona EV.

We left Tim Horton's about 10:00 and headed east along 64<sup>th</sup> Avenue, Fraser Highway, Langley Bypass before turning off onto 56<sup>th</sup> Avenue to 255<sup>th</sup> Street. 56<sup>th</sup> Avenue is a great Morgan Road as it has curves, many changes in elevation, and little traffic.

We got to Carry-on British Parts about 10:45 and were welcomed by Hillary and Dale McRoberts who are the owners of the business. Hillary explained the history of how they had gotten into the business and its origins. She, then, took us on a tour of the facility and explained the methodology of the storage of the parts. We wandered through the storage areas and then headed to look at where some of the cars were stored. No Morgans but some other cars of interest including a prototype Triumph TR8, Jensen Interceptor, MGB, Midget, and Anglia. They also had a Rover Cyclops, three Triumph Stags, a Jaguar and a Rolls Royce Silver Cloud undergoing restoration. One corner of their 5-acre property had a collection of old Jaguars in various states of disrepair. Great parts cars!



If you are ever short of a part that is on many British cars, this is a great place to find that missing part, as long as you know what you are looking for! Pat particularly noticed that they had many variations on the wiper arms and even a rather beaten up radiator grill for a Triumph 1800.

Leaving Carry-on British Parts, we headed south to 20<sup>th</sup> Avenue, where we turned west for a short period. We had to detour due to roadwork so did a few roads south along the US-Canada border. We eventually ended up at the Ocean Park Pub and Pizza for lunch and a drink. It was a beautiful sunny day and great for driving with the tops down. Not too hot and also, not too cold and luckily no rain. We sat outside on the patio for lunch and it was most enjoyable. We only wish that more Morgan drivers or members using their daily drivers had joined us.



(Steve and Susan Blake photos)

## WW ABFM - What A Good Time!

If you missed this year's WWABFM, you missed a great time!  
The hotel finally opened and all of the construction materials are gone leaving a beautiful field of green grass to hold the event on. The WWABFM kicked off with the traditional Friday evening packet pick-up, fish and chip dinner, and auction at the park.

On Saturday, the weather was great with over 300 cars ranging from daily drivers to beautifully restored and rarely seen models in addition to the swap meet and for sale lot.

What everyone agrees upon is that is the 2021 WWABFM was a great time at a great venue to get together with fellow British car and motorcycle enthusiasts.

If you missed this year's show, we hope to see you at next year's Western Washington All British Field Meet!

Best Regards,  
The Planning Committee



### Tom Everts wins 1st in Class with William the Wanderer!



## The 1956 Morgan +4 One-Off Sports Racer

*By Jim Simpson (article courtesy of Geoffrey Hacker and undiscoveredclassics.com)*

I am constantly amazed at the East Coast's history of remarkable cars and the people who built them, particularly in the New York area. I've wondered countless times if it's due to the huge population in that area or because New York car shows were so well attended, or people are just plain better car educated. What I do know is that custom car building in the 50's and 60's and perhaps even now, is as prolific in the Northeast as in California.

A few years ago I attended the Barrett Jackson Auction with one of my clients. We were both dumbstruck by this lovely little Morgan Sports racer. Primarily a Ferrari collector, my client's sudden enthusiasm took me by surprise. I reminded him of our rule about buying cars at auctions, that we know going in what our max bid will be and we don't get caught up in the moment...

The car started out life as a typical (if there is such a thing) 1956 Morgan plus 4, chassis #4021. Sold new in New York by Fergus Motors, it was resold as a used car in November of 1958 to Cecil J. Rhodes of Bemis Point, New York. Shortly after Rhodes bought the car, it was involved in an accident that made a mess of the front fenders and grille cowl area.

The car was repaired but not to Rhodes's satisfaction. Though he continued to drive it through the next year, he had largely lost interest in it. He stuck it in the garage, deciding he'd re-body it later.

In the summer of 1963 Rhodes stripped the Morgan factory body from the car and started making design studies. He was fascinated with the Scaglietti bodied Ferrari Mondial, arguably one of the prettiest race cars of the day and one that I believe Bill Devin must have been inspired by as well.

The following summer, starting with bits of corrugated cardboard over the existing mechanicals of the Morgan, he experimented with scale and shape. Wanting to keep the body of the car very tight over the chassis, he used foam clay and plaster to achieve his vision and then began adding fibreglass.



By fall, he had completed the car to the point of being ready for trimming the interior and started driving it. Hoping to get more out of the engine, he took it to a mechanic, who proceeded to somehow ruin the TR3 motor. It was the final blow for Rhodes; in disgust he put the car away and it remained untouched until 1978.

The fibreglass work done by Rhodes was lightweight and very high quality. I don't know if he was just very talented and capable or if he'd had previous experience. It's also not clear if it was Rhodes who hand fabricated the lovely egg crate grille, the windshield and very elaborate chrome script on the rear of the trunk lid.

Interestingly, the frame around the inside of the trunk lid is metal. Notice the car has no doors; it does have high fibreglass sills inside that clearly add to the structural rigidity of the body.



The car traded hands several times until enthusiast John Hammond in Michigan bought the car restored and brought it almost to completion for his client Terry Mahrle. In 1990 it was auctioned off by Rick Cole Auctions to John Hibbard of Cardiff, CA. Hibbard stuck it in his collection and hardly drove it, selling it on in 1996 to another collector, Jay Hoffman of Scottsdale AZ for his extensive collection.

What this tedious history of disuse and owner change illustrates is that regardless of how distinctive, prestigious or unusual cars may be, they often disappear from the public eye for years at a time. And we collectors and enthusiasts tend to give them up for lost.

Early in 2004 the car was sold again to Park Place Motors in Bellevue, Washington. Park Place displayed the car amidst their usual grouping of amazing cars for sale for nearly a year. Finally despairing of finding a buyer locally, they put the car in the Barrett Jackson Auction, where my client and I found it, a lovely little fibreglass bodied enigma. So much for rules – my client made the decision to take it home. It is the ultimate irony that another Washingtonian had to travel hundreds of miles to discover a car that sat only 40 miles away from him for nearly a year.

So much for rules – my client made the decision to take it home. It is the ultimate irony that another Washingtonian had to travel hundreds of miles to discover a car that sat only 40 miles away from him for nearly a year.



Since then, I've had the pleasure of doing extensive mechanical rebuilding, including brakes, steering, and cooling system, and much work on the engine and carburetion. Somewhere in its travels, the car acquired a 60's TR4 engine which it has to this day.

We have done a lot of cosmetic refurbishment as well – rebuilding gauges, restoring the wrinkle finish on the dash, and repairing the instrument binnacle. We also re did much of the engine compartment, which was looking pretty tired.

Kenny Arnold, a good friend and terrific upholstery man in Texas, remade much of the interior, including all the Wilton carpets and quilted leather work. The car has also been sympathetically fitted with a fire suppression system, a good idea for older vehicles.

The little Morgan has finally found the right owner in my client and a long term home. It is part of the Black Horse Racing collection and is driven regularly. The car is very lightweight (guessing 1,200 lbs at most) and the performance is sparkling. Even in the midst of terrific Ferrari's and other race cars in Black Horse Racings collection, that are all much more valuable, the little Morgan is enjoyed and revered.

It has been shown, much to the public's delight, at many car shows, including the prestigious Classy Chassis Concours in Houston, Texas, this past summer. The Morgan is also no stranger to receiving awards at the shows it attends, and is always a crowd favourite.

Much to his credit, my client is very hands on guy, who built himself a nice, very well equipped, personal work shop. He's gone out of his way to learn much about all of his cars and is not at all bashful about getting his hands dirty working on them. It's clear to me he quite enjoys the full experience of car owner and enthusiast.

If you're ever on Whidbey Island, Washington, on a nice day pretty much any time of the year, don't be surprised

to see the little Morgan special driven by a man sporting racing goggles and a huge grin.



Sadly, as is too often the case with specials, home builds, and kit cars, the people who began the projects aren't able to see their vision through and never get to enjoy the reward of driving their concepts. But I believe Mr. Rhodes would be pleased to see how the car he conceived and built has become so much appreciated.

(Chuck Simpson photos)



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# Famous People with Morgans

By Steve Blake

## Richard Hammond

Journalist, Television Presenter, Writer

Richard “Hamster” Hammond is best known as a co-presenter on BBC2’s “Top Gear” automotive show from 2002-15 along with Jeremy Clarkson and James May. Richard was in a crash while piloting a jet car, the Vampire, when a tire blew out at 319 mph. This was the same car that set the British Land Speed record at 300.3 mph. Another accident of note was when he totalled a Rimac Concept One after completing a hillclimb in Hemberg, Switzerland. Hammond owned a 2002 Morgan Aeromax and now has a 2020 Morgan Plus Six.



His new Morgan Plus Six was spec’ed out by the audience of the Drive Tribe show. They were given options for each part of the car and voted on their choice. For example, the audience voted for red upholstery, just beating out their second choice of blue. Richard Hammond did not see the final version of the car until it was revealed to him on the Drive Tribe by Nick (Morgan Motor Company) and friend, fellow journalist, Zog Ziegler.



(Photos courtesy of [drivetribe.com](http://drivetribe.com), [motor1.com](http://motor1.com), [carbuzz.com](http://carbuzz.com), [carsuk.net](http://carsuk.net) and [autoblog.com](http://autoblog.com))



# Toyota Warns About Electrifying All Autos

*By Allstar Crocks*

Despite all the information available, the politicians don't understand the enormity of the transformation they plan to download on the public. In addition, as the EV fleet ages, where will all the replacement battery packs (and other electronic components like microchips) come from.... and at what cost?

These costs will destroy used EV values.

A little information on the problem of mass movement to electric vehicles at this time.

## Is Anyone Listening?

*By Bryan Preston*

Depending on how and when you count, Japan's Toyota is the world's largest automaker. According to Wheels, Toyota and Volkswagen vie for the title of the world's largest, with each taking the crown from the other as the market moves. That's including Volkswagen's inherent advantage of sporting 12 brands versus Toyota's four. Audi, Lamborghini, Porsche, Bugatti, and Bentley are included in the Volkswagen brand family.

GM, America's largest automaker, is about half Toyota's size thanks to its 2009 bankruptcy and restructuring. Toyota is actually a major car manufacturer in the United States; in 2016 it made about 81% of the cars it sold in the U.S. right here in its nearly half a dozen American plants. If you're driving a Tundra, RAV4, Camry, or Corolla it was probably American-made in a red state. Toyota was among the first to introduce gas-electric hybrid cars into the market, with the Prius twenty years ago. It hasn't been afraid to change the car game.

All of this is to point out that Toyota understands both the car market and the infrastructure that supports it perhaps better than any other manufacturer on the planet. It hasn't grown its footprint through acquisitions, as Volkswagen has, and it hasn't undergone bankruptcy and bailout as GM has. Toyota has grown by building reliable cars for decades.

When Toyota offers an opinion on the car market, it's probably worth listening to. This week, Toyota reiterated an opinion it has offered before. That opinion is straightforward: **The world is not yet ready to support a fully electric auto fleet.**

Toyota's head of energy and environmental research Robert Wimmer testified before the Senate this week, and said: "If we are to make dramatic progress in electrification, it will require overcoming tremendous challenges, including refueling infrastructure, battery availability, consumer acceptance, and affordability."

Wimmer's remarks come on the heels of GM's announcement that it will phase out all gas internal combustion engines (ICE) by 2035. Other manufacturers, including Mini, have followed suit with similar announcements.

Tellingly, both Toyota and Honda have so far declined to make any such promises. Honda is the world's largest engine manufacturer when you take its boat, motorcycle, lawnmower, and other engines it makes outside the auto market into account. Honda competes in those markets with Briggs & Stratton and the increased electrification of lawnmowers, weed trimmers, and the like.

Wimmer noted that while manufactures have announced ambitious goals, just 2% of the world's cars are electric at this point. For price, range, infrastructure, affordability, and other reasons, buyers continue to choose ICE over electric, and that's even when electric engines are often subsidized with tax breaks to bring price tags down.

The scale of the switch hasn't even been introduced into the conversation in any systematic way yet. According to FinancesOnline, there are 289.5 million cars just on U.S. roads as of 2021. About 98 percent of them are gas-powered. Toyota's RAV4 took the top spot for purchases in the U.S. market in 2019, with Honda's CR-V in second. GM's top seller, the Chevy Equinox, comes in at #4 behind the Nissan Rogue. This is in the U.S. market, mind. GM only has one entry in the top 15 in the U.S. Toyota and Honda dominate, with a handful each in the top 15.

Toyota warns that the grid and infrastructure simply aren't there to support the electrification of the private car fleet. A 2017 U.S. government study found that we would need about 8,500 strategically-placed charge stations to support a fleet of just 7 million electric cars. That's about six times the current number of electric cars but no one is talking about supporting just 7 million cars. We should be talking about powering about 300 million within the next 20 years, if all manufacturers follow GM and stop making ICE cars.

**Simply put, we're gonna need a bigger energy boat to deal with connecting all those cars to the power grids. A LOT bigger.**

But instead of building a bigger boat, we may be shrinking the boat we have now. The power outages in California and Texas — the largest U.S. states by population and by car ownership — exposed issues with powering needs even at current usage levels. Increasing usage of wind and solar, neither of which can be throttled to meet demand, and both of which prove unreliable in crisis, has driven some coal and natural gas generators offline. Wind simply runs counter to needs — it generates too much power when we tend not to need it, and generates too little when we need more. The storage capacity to account for this doesn't exist yet.

We will need much more generation capacity to power about 300 million cars if we're all going to be forced to drive electric cars. Whether we're charging them at home or charging them on the road, we will be charging them frequently. Every gas station you see on the roadside today will have to be wired to charge electric cars, and charge speeds will have to be greatly increased. Current technology enables charges in "as little as 30 minutes," according to Kelly Blue Book. That best-case-scenario fast charging cannot be done on home power. It uses direct current and specialized systems. Charging at home on alternating current can take a few hours to overnight to fill the battery, and will increase the home power bill. That power, like all electricity in the United States, comes from generators using natural gas, petroleum, coal, nuclear, wind, solar, or hydroelectric power according to the U.S. Energy Information Administration. I left out biomass because, despite Austin, Texas' experiment with purchasing a biomass plant to help power the city, biomass is proving to be irrelevant in the grand energy scheme thus far. Austin didn't even turn on its biomass plant during the recent freeze.

Half an hour is an unacceptably long time to spend at an electron pump. It's about 5 to 10 times longer than a current trip to the gas pump tends to take when pumps can push 4 to 5 gallons into your tank per minute. That's for consumer cars, not big rigs that have much larger tanks. Imagine the lines that would form at the pump, every day, all the time, if a single charge time isn't reduced by 70 to 80 percent. We can expect improvements, but those won't come without cost. Nothing does. There is no free lunch. Electrifying the auto fleet will require a massive overhaul of the power grid and an enormous increase in power generation. Elon Musk recently said we might need double the amount of power we're currently generating if we go electric. He's not saying this from a position of opposing electric cars. His Tesla dominates that market and he presumably wants to sell even more of them.

Toyota has publicly warned about this twice, while its smaller rival GM is pushing to go electric. GM may be virtue signaling to win favour with those in power in California and Washington and in the media. Toyota's addressing reality and its record is evidence that it deserves to be heard.

Toyota isn't saying none of this can be done, by the way. It's just saying that so far, the conversation isn't anywhere near serious enough to get things done.

**You can ignore reality, but you cannot ignore the consequences of ignoring reality!**

## Morgans in the Movies

*By Steve Blake*

### Murder at Land's End

Starring Evelyn Bouix, David Kammenos, Nadia Roz, Cecile Brune, and Juliette Aver

This French 2020 made for television movie was directed by Laurent Dussaux and is available on CinemaWorld.

The storyline according to [imdb.com](https://www.imdb.com) is:

The body of an old woman is found washed up on the beach at the Pointe du Raz. What looks like an accidental drowning soon turns out to be a murder, a criminal case made even stranger by the fact that it recalls the old Breton legend, still very much alive in the area, of the Ankou, the worker of death who transports the souls of the dead to the far shore - Although getting married in a couple of days, Captain Jérémy Meyer insists on taking the case. He has to accept being teamed up with Captain Marie Leroy (57) of the Gendarmerie, who'll be replacing him and is newly arrived from Bordeaux, a mysterious woman whom he soon suspects is hiding some terrible secret. Unknown Morgan is used in the film.



# The Morgan Maketh the Man

## The Ex Works 1952 Morgan Plus 4 that was Found in a Garage

*Submitted by Phil Johnson*

This video was discovered by Phil Johnson and features a man who was looking for a Morgan. It is part of a series produced by Classic and Sports Finance - Automobile Stories. The video shows the discovery of a flat rad 1952 Morgan Plus 4 being sold by an American residing in Thailand. Turns out that the car was actually in a garage in Essex. The car had its original number plate and there is lots of documentation showing the car being driven and rallied by Peter Bolton among others. The car competed in the Rallye des Alpes and the Monte Carlo Rally.

Enjoy the video at:

[https://www.youtube.com/watch?v=BbADCQs\\_24k](https://www.youtube.com/watch?v=BbADCQs_24k)



## From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



## Oil

### Editor's Note:

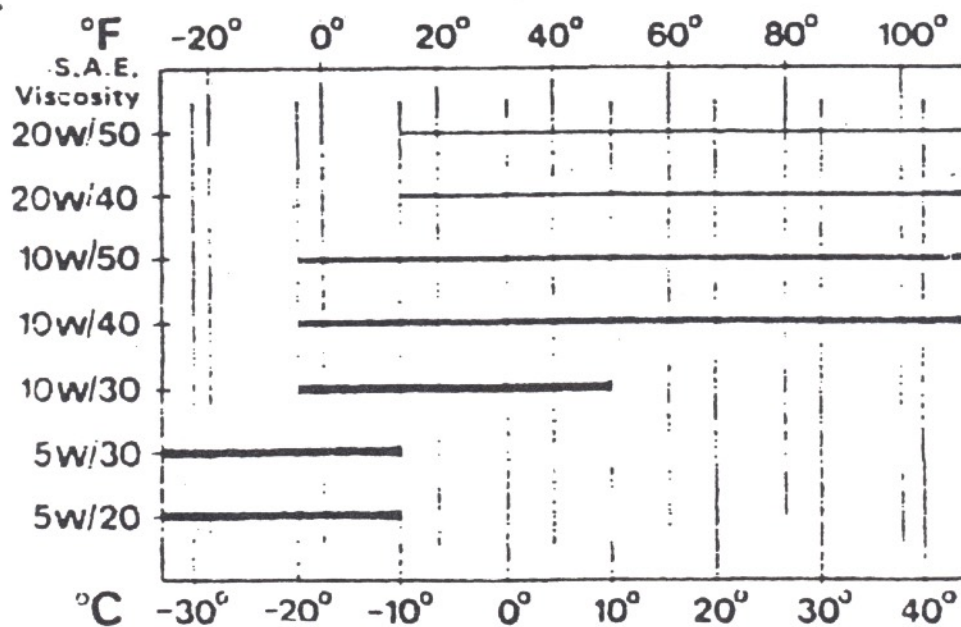
During our Zoom Tech Session, we discussed the use of oil and what type each of us preferred. This article by Cuthbert J. Twillie clarifies some of the issues we discussed, however, the article is dated. There is no mention of zinc replacement or additives. A BIG CAUTION must be made. If you do choose to use a product similar to Lucas 20/50 oil for old cars with the zinc additive, make sure your manufacturer recommends this product. The zinc additive or replacement products have been known to destroy the catalytic converters on cars. I believe it is through a reaction with the platinum or other metals. Check carefully before you try anything different.

**The following article was taken from Bill Boyles' TexMog newsletter from August '02. I thought it needed to be seen by all my faithful readers. This morning I called Gerry Willburn in California to ask if he would permit me to include it in the second edition of A Yank At Malvern. He was as charming a man as any I've ever talked Mogs with. That's no little accomplishment as Morgan people are as charming a bunch as you're liable to meet. Gerry wrote this ten years ago, but like our Mogs it hasn't gone out of date.**

**I just can't help but throw my own two bits in from time to time concerning the topic of lubricating oil. Somebody once said "keep them full of clean oil and grease and they'll last forever", or something like that. It really doesn't matter who said it, it's still good advice. The problem, though, still remains. What kind of oil? As far as I'm concerned there is only one kind, 20/50 multi-grade. I use Castrol, but I'll leave brand names up to you. It's hard to beat the multi-grades since they all share the virtues of acting as lightweight oils in cold conditions while retaining body as temperatures increase to higher levels. What this amounts to is cutting wear when the engine is cold while still protecting it if you have to cross the Mojave Desert in July. It also means that I can get by with only one kind of oil whether it is for the SNOBMOG, the Plus 12, or the Bugatti.**

10/40 and 20/50 (now even 10/50) are fairly recent developments. About the only multi-grade available in the 60s was 10/30. Very bluntly, 10/30 is not good enough for summer service. Straight 30 weight is marginal. Should you continue to use 40 weight as recommended for the Plus 4? The choice is up to you. Lubricants have come a long way in the last 20 years or so and it makes little sense to me to use an inadequate one just because it was recommended 20 years ago. Is 20/50 really the answer to the MORGAN owner's prayer? Could be. I don't hesitate to use it in anything that I own. Furthermore, I would not hesitate to use it in anything that I plan to get in the future, either ( unless something better is developed ).

There is, however, a kicker to go along with this otherwise universal lubricant. The engine you use it in **MUST BE FRESH!** Think twice before you dump the 50 weight road tar out of the old lump and replace it with 20/50 ( or anything modern ). Like most modern lubricants the multi-grades are high detergent oils. There is a good chance of problems if you try to switch over on a high mileage engine that hasn't been using a similar lubricant. All of the gunk and garbage that lives in the old powerplant may be dislodged by the fresh oil. The result could be a blown engine.



The Morgan Link



30



August 2021

## 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.



With thanks to the Morgan Sports Car Club and their Miscellany magazine

## 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.



A Jacques Gallien montage with Brigitte Bardot and the Morgan in red and St. Tropez in the background.



# Andrew Smith - A Morgan Metal Craftsman - Part 7

*By Steve Blake*

Andrew Smith dropped by to look at my 1937 Chevrolet pickup truck. Even though the truck has won lots of awards, it is a truck and I use it as one. Before we bought it, I told Susan that she needed a truck for the garden and was I ever right! It has hauled home many loads of top soil, bark mulch, gravel, horse manure, plants, and wood. In addition, we have taken several loads of yard waste to the turf farm and recycling and scrap to the Burns Bog dump. After being such a good workhorse, it does need some freshening up.

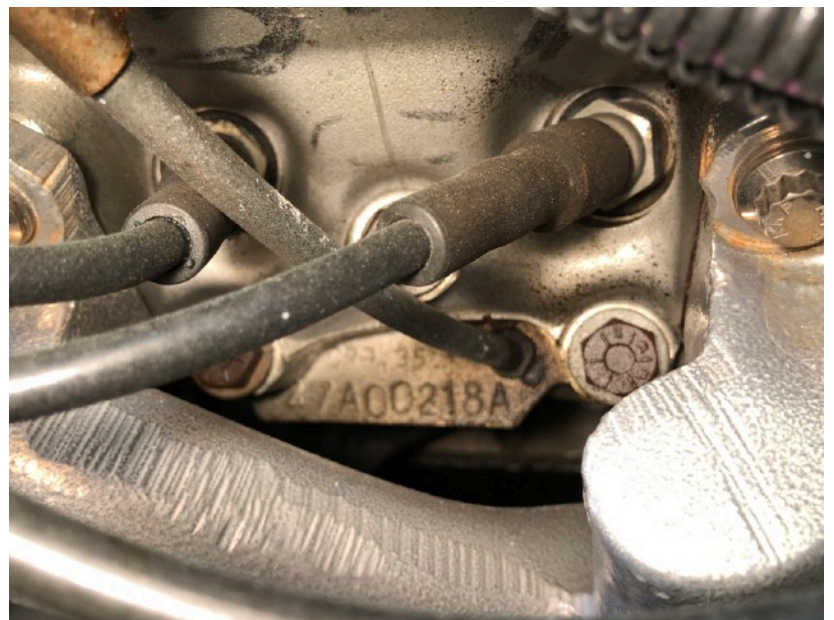
The fenders and running boards, similar idea to a Morgan's, are in the worst condition needing patches on some rust spots and other corrections noted by Andrew. The truck will be scheduled in to his shop in the new year for the much needed repairs and paint.



While he was here, I showed Andrew the rest of my collection and of course focussed in on my 1991 Morgan Plus 8. This car was built while Andrew was apprenticing at Morgan and he knew he would have made either or both of the rear number plate panel and another observation panel. By looking at the way the car was finished and by checking a couple or the stamped on numbers, Andrew could tell me who built my car.

When you look under the bonnet (hood) at the centre hinge, some numbers are visible. My car has the numbers "22", "47", and "00218". The 47 and

00218 are the engine number as can be seen in the photo of my engine. This shows that my car's engine is correct for this car. The bonnet is the correct one for my car. The number 22 is the identification number of the panel crafter who built the bonnet. In this case the number stands for Barry (Chalkie) White.



On the body, we looked at the pattern of the pins and screws holding the panel to the wood frame. Andrew explained how each craftsman had a different way of doing it. The patterns of screws and pins (small nails) are like a fingerprint. Andrew placed his pins at one ball peen hammer distance apart. He said it made it simple to put in a pin, lay the head of your hammer to measure where to put the next one. Some would put in a screw, then two pins and another screw. Some would start with a pin, some would start with a screw.

He also showed me where the trim piece folded down at the edge of the door. One fellow would make the piece end with a point; another flattened it out. Some would go longer, some shorter. Each style was unique and could help point out who panelled the body. On the scuttle under the hood, Andrew showed me another number. Mine had a "25" stamped on it. According to Andrew,

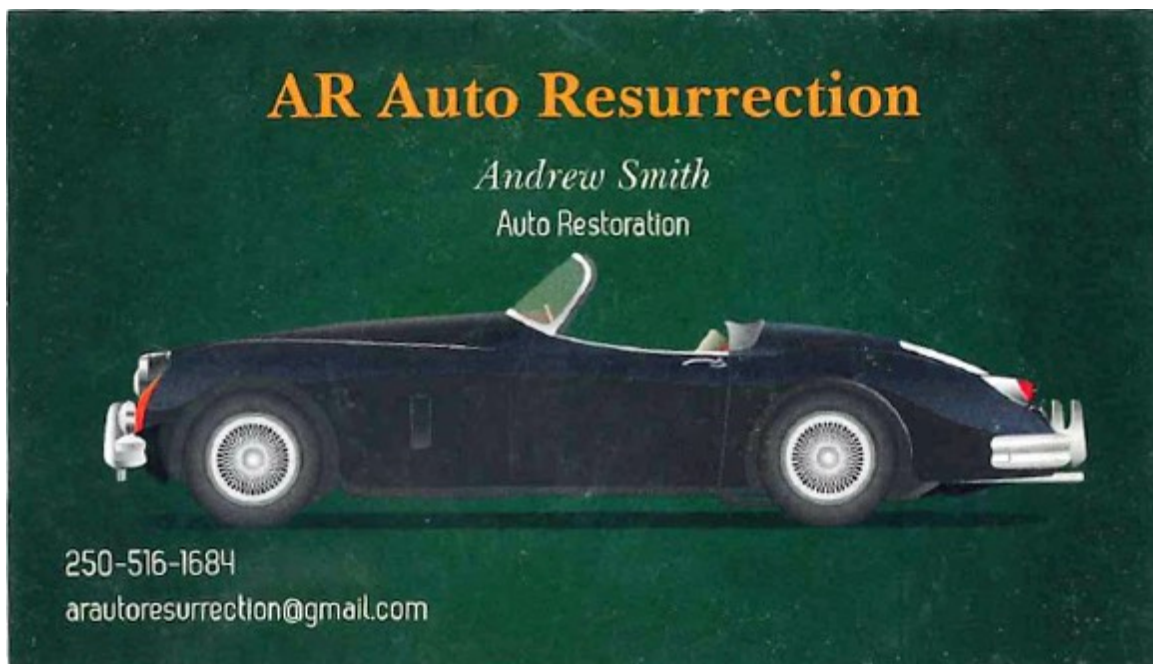


"Bulkhead #25 would have been made by either Gordon (Ratters) Rattcliffe or Pete (Kinger) King. The valances would be made by the same person, if you look under the wings at the top of the valance under the top of the cowl there's a strengthening plate which should have the number stamped on it. The body was Terry (Jonah) Jones and the back panel would have been either Steve (Barnsey) Barnes or maybe Barry White, too, as they were the main guys at the time on back panels. The wings would have been made by Ray (Jeyner) Jeynes or Dennis (Den) Pugh as they were the wingers at the time! You won't find a number stamped on the number plate as they were never stamped. They were always the newest apprentice job along with the cowl boxes, the aluminum panel by the rear axle, so you'll have at least one of those made by me on your car!"

Andrew is checking some of the above information with friends back in the UK so I may get an update as we narrow down the builders. Tony (Kenty) Kent may have done the valances. Who carried number 25?

Andrew put life and history into my car with his revelations around the craftsman who laboured for my benefit. Usually, you just know your car came out of a factory, but now I have names to associated with the car and it makes it that much more special.

(Steve Blake photos)



# A Morgan Life - The Fenders - Part 1

*By Ron Akehurst*

Regarding the clearance of the front carburetor from the hood, I spent some time taking measurements and just eyeballing the front end of the car. I noticed that the hood centre hinge did not seem to line up perfectly along the central axis of the car. Eventually I determined that the front of the hood hinge was an inch left of centre. I initially attributed this to the fact that the front fenders were not equal in width at the front of the hood. However, on closer inspection I noticed that the headlight pod on the right fender was closer to the centre of the car than the headlight pod on the left fender. Also, the cowl was wedged tight between the headlights, so there was no wiggle room there. It was now clear that the misalignment of the hood was due to the positioning of the headlight pod on the right fender. Combined with the geometric differences between the two non-standard fenders, this prompted me to start thinking again about ordering new fenders from the factory. It occurred to me that the new owners of the company might not be as interested in the future in supplying old parts to their customers, so I may not want to wait much longer.

On the Father's Day British car weekend the Saturday night barbecue was held at the home of Pat and Norma Leask. The first person I spoke to that night was Joanne Cockshutt, whose 1994 Plus 4 was sporting a fresh coat of paint. I asked her why she had decided to have it repainted and she reminded me that over a year ago her car had been involved in an accident in which the left rear fender had been seriously crunched, along with other cosmetic and mechanical damage. She told me it had taken ten months to get the new fender from Britain. When it finally arrived it was not the correct one for the car and required extensive modification. The main issue from the point of view of the factory was that 1994 cars were steel-bodied, whereas those that followed are aluminum. She dealt with Melvyn Rutter, one of the best known Morgan agents in Britain, who was at first very reluctant to handle the order, with good reason as it turned out.

Later that night I spoke to Pat about my plan to order new fenders and about Joanne's bad experience in this regard. When I told him I still had my old fenders, the front halves of which had no rust problems, he suggested I should seriously think about re-using these instead of setting myself up for a similar bad experience. He then showed me his Jaguar E-Type under restoration, involving extensive frame and body welding (\$15000 worth). He referred me to his welder, Andrew Smith, who, amazingly, used to work at the Morgan factory, and only charged Pat \$50 per hour for his excellent work.

Ten days later I delivered my old fenders and the Morgan to Andrew's shop on Blenkinsop Road less than ten minutes from home. Andrew told me he had been a metalworker in the Morgan factory for 22 years before coming to Canada. He spent the first eight years of that time working on fenders, so I was pretty sure I had come to the right place. He saw no problem with fitting the front halves of the original fenders to the rear halves of the replacement fenders, as I suggested. He thought the existing 1/8 inch rods inside the rolled edges along the bottom of each replacement fender could be extended through the welded joint to make the joint smoother and stronger. Also, the buckling at the top of each fender adjacent to the parking lights could be removed by shrinking and working the metal in the area. He quoted 80 to 90 hours at \$60 per hour to do the metalwork, including repairing the top flange of the right side valance, which appeared to have been modified to fit the replacement fender. He commented that my original fenders were well-built, i.e. better than most he had seen. The main difference was in the original welds which were all neatly done butt welds, as opposed to the lap welds of the more modern fenders. Also, he confirmed that ordering new fenders from the factory would likely be problematic.

While I had his attention I asked him about the feasibility of raising the side curtain mounting point on the doors. He said that filling the three holes with weld on each mounting point would almost certainly warp the doors.



At this point, Andrew's partner Rick arrived and we discussed the paintwork. He estimated that he could paint the fenders, colour to match the existing, plus black paint on the undersides for \$1600. He couldn't guarantee the new paint would be an exact match to the existing paint, but would be very close. In view of this possibility, and considering the 30 years worth of scratches and wear on the existing paint, I asked Rick for an estimate to paint the complete car. We discussed the desired quality for the new paint to be not necessarily "concourse" but at least equal to the vintage Mustang he had just completed, which was sitting outside the shop. The Mustang had been sprayed and then polished with compound and looked great. He committed to wet sand the Morgan before polishing and to do the complete car including removal and replacement of fittings for \$6500. He said I could save some money by doing some of the removals and replacements myself, which I planned to do.

I told them I was sold on the fender replacement work and would let them know about the complete paint option. We scheduled the work to start in mid-October and be completed over the winter. I confirmed the agreed scope of work by email.

In early October it occurred to me that if the cross-sections of the original and replacement fenders did not match each other at the intended point of connection, then the idea of marrying the two together may not be feasible. After taking copious detailed measurements and creating cardboard templates, I determined that indeed they did not match. The main problem was that the vertical portions of the replacement fender cross-sections were about 3/4 inch to one inch deeper than the corresponding sections of the original fenders. This made it obvious that the envisioned straight butt weld joining concept wouldn't work. I spoke to Andrew and showed him my measurements. His suggestion was to not use any part of the replacement fenders; rather to cut out the rusted sections of the original fenders and fabricate and weld patch pieces as necessary onto them. This meant replacement of about four feet of the bottom flange and of the complete cross-section for the last ten inches of each fender. He thought he could fabricate the pieces for each fender in about ten hours, and thus do this work within his original hour budget. He also noted that this process would enable the preservation of the replacement fenders for reuse (by me if something went horribly wrong with Andrew's work), or more likely, for future use by someone else. With what I know now about the limited availability of these vintage Morgan fenders, they could be very valuable to someone.



To be continued next month.

( Before photos - Andrew Smith)

## Bargain '50s greats: Healey vs Morgan vs TR2

By Paul Hardiman



Picture yourself at the 1952 Earls Court Motor Show.

See past the novelty of the sectioned Austin A30, tromboning apart and back together again to expose its mechanicals, plus the wicked excess of the latest Docker Daimler slowly bankrupting a once-proud firm... and three important episodes in the success story of the British sports car are quietly inveigling themselves on to the international scene.

Morgan had been making four-seaters from '36 and had just upgunned the 4/4 – four wheels and four cylinders – with Standard's new 2-litre, taken from the Vanguard to create the Plus 4.

The same basic engine appeared in Triumph's 20TS sportster concept of 1952, aimed bravely at the US market, but with toytown round-tailed looks to be overcome before it reached production as the TR2 the following year. Yet the dark horse was the Healey 100, its voluptuous styling tightly wrapped around Austin mechanicals, shoved nose-first into a corner.

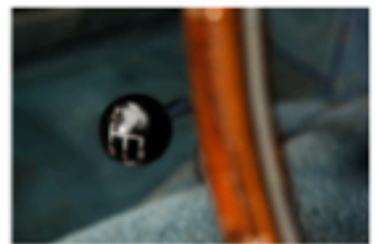
BMC boss Leonard Lord was so captivated that, by the end of the show, he had an agreement for Donald Healey to make and market the car as the Austin-Healey 100. Hindsight, though, suggests that the two men had been in talks earlier, for the Healeys had used A90 running gear in the sleek two-seater.

After WW2 Morgan reintroduced its 4/4, first powered by an inlet-over-exhaust-valve Climax unit, with a 1267cc Standard 'four' from the Mayflower. This was a result of an old association with Standard Motor Co boss Sir John Black, who as a youth had produced the original patent drawing for the three-wheeler. It drove via a four-speed Moss 'box and 5:1 rear-axle ratio.

But from 1950, Standard's 'one-engine' policy meant that the sub-1300cc motor was dropped, so the decision was made to fit the new 2-litre 'four' – a giant leap in power to 68bhp, the Plus 4 spelling the demise of the faithful three-wheeler. Hydraulic brakes appeared for the first time on a Morgan, too.

The price in '51 was £880 including tax. Acceleration from 0-60mph took 17.9 secs, with a top speed of over 85mph. From '54, after the TR2 had arrived, the Plus 4 two-seater became available with the Triumph's new 1991cc engine, using twin carbs to push power to 90bhp and top speed to 100mph-plus. There wasn't room within the narrow bonnet for air filters, but a curved radiator grille better blended the rounded wings and long bonnet. For Morgan, abandoning the flat radiator it had used since '33 on the Ford-engined F-type was real progress, and it's a feature that has survived to this day.

The TR2 was designed to challenge MG in the vital export territories, principally America. Black had tried to take over Morgan and failed, so Coventry needed to develop its own light and simple sports car – and fast. The Mayflower-based Triumph Roadster was effete, outdated, underpowered – and cost too much to make. Black wanted an affordable sports car, and plundering the Standard-Triumph parts bin was the fastest way to develop one.



The first car was built on a Standard Eight chassis, the Mayflower saloon raided for its coil-sprung independent front suspension and a rear axle, while the 2-litre Vanguard unit provided power.

A two-seater body was quickly created to clothe it all – perhaps too quickly, because the new 20TS didn't win many fans at the '52 show.

Body engineer Walter Belgrove, constrained by a tiny tooling budget, had done his best, forming curves by welding panels together instead of using expensive large stampings. Rather than the retractable headlights he had wanted there were 'frog-eye' pods, which ironically give 'sidescreen' TRs their great character. But it was a start. At the next show the definitive TR2 emerged, with (slightly) better looks, a longer body and a bigger boot. At first, the doors extended to the bottom of the car, but in autumn 1954 this was changed to the short-door style as on 'our' Primrose example.

By the time it was replaced by the facelifted and more powerful TR3 in mid-'55, 8628 had been made. In overdrive top (a £56 option on the £900 base price), according to The Motor, the TR could reach 107mph – it was the lowest-priced British car to be able to exceed the ton – and could get to 60mph in 12 secs from rest.

Americans loved its robust feel plus fairly foolproof handling, and were amused by the fact that you could manicure your nails on the tarmac without leaving the driver's seat. Furthermore, fuel consumption was in the mid 30s. Counting against it, the stowage of the spare wheel horizontally behind the axle means the boot is shallow – and you need a T-handle to open it, the same as the bonnet. It's the tool that you always remember you've left in the garage just when you need it most...

Donald Healey and Roger Menadue had managed a rather more fully formed car for the 1952 show, creating a single roadster that they named for its ability to top the still magic 'ton'. Stylist Gerry Coker had pulled together all the best features of the barchetta school of design and topped it with an ingenious folding 'screen that helped the looks, aerodynamics and top speed, but disconcertingly aimed a flat sheet of glass right at the driver's throat when lowered. The big four-banger was yanked straight from the A90, its 2660cc arrived at by well undersquare measurements, as was then the fashion: 87.3mm (3.4in) bore and 111.1mm (4.4in) stroke. The 7.5:1 compression ratio, pushrod valve actuation and three-bearing crankshaft are absolutely typical of BMC fare of the day as well. Even its looks are uniform with the corporate template.

#### Austin-Healey 100

- **Sold/number built** 1953-'56/10,688
- **Construction** steel box-section chassis with cruciform centre section; aluminium body with steel wings and doorskins
- **Engine** all-iron 2660cc pushrod 'four', with two SU HS4 carburettors
- **Max power** 90bhp @ 4000rpm
- **Max torque** 144lb ft @ 2500rpm
- **Transmission** three-speed manual, with overdrive on top two, driving rear wheels
- **Suspension:** front independent, by double wishbones, coil springs, anti-roll bar rear live axle, semi-elliptic leaf springs, Panhard rod; lever-arm dampers f/r
- **Steering** cam and lever, 2½ turns lock-lock
- **Brakes** drums all round
- **Length** 12ft 7½in (3848mm)
- **Width** 5ft ½in (1537mm)
- **Height** 4ft 1in (1245mm)
- **Wheelbase** 7ft 6in (2286mm)



- **Weight** 2102lb (953kg)
- **Mpg** 22
- **0-60mph** 10.3 secs
- **Top speed** 106mph
- **Price new** £1063



The A90's four-speed 'box was lifted, too, but first was redundantly low so, by the simple expedient of having its lowest gear blanked off, it became a three-speed. Presumably the reasoning was that the Americans – the Healey's most likely takers overseas – were used to a trio of ratios to choose from, and at least these were sportily on the floor instead of 'on the tree' as in the Atlantic. Credibility was upheld in Euro buyers' eyes by the Laycock overdrive on second and top, giving five useful ratios. The purposeful look was reinforced by 11in Girling drum brakes all round behind the painted wire wheels. Even today, if you want to know how potent a car really is, you check out the size of its brakes.

In '53, The Motor found that the racy-looking 100 could do 106mph, having accelerated from 0-60mph in 11.2 secs – almost a second faster than the TR2. But at a price. Fuel consumption was in the low 20s, and it cost £100 more than the TR. A total of 10,030 Healey 100s were built from May '53 until the BN1 was replaced by the four-speed BN2 in August '55. Jensen in West Bromwich built the early bodies before the cars were assembled in Austin's Longbridge plant alongside the A90. The two firms had previously collaborated on the Austin A40 Sports.

The architecture of these cars is deceptive – as are their sizes. The Morgan is tall, angular and proud to be British, yet diminutive with it, while the Healey is svelte and Italianate but not as big as it looks. And the TR2 is well enough packaged to get the job done, with looks a form of its function – but then that worked for the lunar module. In terms of functionality, the TR has the largest, roomiest cockpit, trimmed in sensible black vinyl. Yet it's the one in which you feel most exposed, sitting high between cut-down doors, the feeling of altitude increased by having the large, two-spoke steering wheel in your lap and the short, stubby gear lever a stretch away.

Paradoxically, you're lowest and snuggest in the smallest car here, the Morgan, your right elbow hemmed in by the narrow cockpit's small door but comfy on the Moseley Float-On air bladders that need to be tailored to the weight of each driver. "Too much and you roll off them," says owner Tony Quinn. "Too little and your backside bottoms out." The Morgan's Moss 'box is mounted some way behind the engine and clutch on a jackshaft, ideally placing the short-throw shifter beside you.

#### Morgan Plus 4

- **Sold/number built** 1950-'69/6853
- **Construction** Z-section steel ladder chassis with wood-framed aluminium or steel body
- **Engine** all-iron 1991cc pushrod 'four', with two SU carburettors
- **Max power** 90bhp @ 5000rpm
- **Max torque** 118lb ft @ 3000rpm
- **Transmission** Moss four-speed manual, with synchromesh on top three, driving rear wheels
- **Suspension:** front independent, by sliding pillars, coil springs rear live axle, semi-elliptic leaf springs; telescopic/lever-arm dampers f/r
- **Steering** cam and sector, 2¼ turns lock-lock
- **Brakes** drums all round
- **Length** 11ft 8in (3556mm)
- **Width** 4ft 8in (1422mm)
- **Height** 4ft 4in (1321mm)
- **Wheelbase** 8ft (2438mm)
- **Weight** 1848lb (838kg)
- **0-60mph** 10 secs
- **Top speed** 100mph
- **Mpg** 30
- **Price new** £801





The Healey, gorgeous as it is, fits like your favourite old slippers, so that you can forgive it the 'magic wand' disappearing into the left side of the transmission tunnel. The Healey's the gutsiest, too, as is to be expected with almost half as much engine again as the other two. You engage the clutch before introducing any power, and let the immense torque do the work. It's wrong, but this car has a further round to its barrel, featuring a lovely rasp on the overrun that's down to loose baffles, which owner Jamie Knight won't have fixed. The Triumph-powered contenders are revvier, busier, but feel just as fast, because they achieve the same 90bhp, merely at higher revs.

The Healey is a truly lazy cruiser, yet its overdrive top gives the same 75mph at 3000rpm as the Triumph. The TR2's overdrive switch is handier to reach than the 100's, a dash-mounted box flickable from the steering wheel. The Healey's is more sophisticated in operation, though, meaning that the overdrive switch in the centre of the dash can be left engaged, because it has a handy 'kickdown' feature that operates when you floor the accelerator, and drops back into overdrive on a light throttle at about 40mph. It's a neutral handler most of the time, but push harder and the tail will drift, albeit benignly.

The Morgan is the lightest (by 100kg), but probably has the worst aerodynamics and there's no overdrive, though a 3.73:1 diff ratio helps to make up the difference. Tall crossplies aid the gearing, and confer a delicious handling balance. Its steering is pin-sharp, and those tyres make the always-predictable chassis a device of great communication. Like the Healey it's nicely neutral until extended, when the tail will slide.

The TR's chassis behaviour comes as a contradictory surprise. As you turn the front tips in, it understeers, and then it settles into the corner, somehow feeling disconnected in the middle. It's a supple ride, though also bouncy and tends to hop sideways if the surface is anything other than perfect. Tired dampers could be the culprit here, but push harder and it all comes good, as the TR chassis reveals itself to be a mild oversteerer when pressed. On the crossplies that these cars all wore when new, the chassis becomes even more forgiving, though they then let go sooner because there's not so much grip.

### Triumph TR2

- **Sold/number built** 1953-'55/8628
- **Construction** steel chassis with steel body
- **Engine** all-iron Standard Vanguard 1991cc pushrod 'four', with two SU carburettors
- **Max power** 90bhp @ 5000rpm
- **Max torque** 118lb ft @ 3000rpm
- **Transmission** four-speed manual, with optional overdrive on top three, driving rear wheels
- **Suspension:** front independent, by double wishbones, coil springs, telescopic dampers rear live axle, semi-elliptic leaf springs, lever-arm dampers
- **Steering** cam and lever, 2¼ turns lock-lock
- **Brakes** drums all round
- **Length** 12ft 7in (3835mm)
- **Width** 4ft 7½in (1410mm)
- **Height** 4ft 2in (1270mm)
- **Weight** 2106lb (955kg)
- **0-60mph** 12 secs
- **Top speed** 107mph
- **Mpg** 32
- **Price new** £844



The TR has the nicest gear change with a tight, close action, a short lever and decent synchro on all ratios. The Healey's back-to-front three-speed pattern is an anachronism that's awkward, though its saving grace is that you don't have to use it much. Both the TR and Healey have fairly long-travel brake pedals, but pull up fine; the Morgan is firmer and has a little less weight to stop, so retardation is more rapid.

Structurally, the Morgan has none of the body shake you expect – a recent new frame helps – but this car also has an extra scuttle roll-hoop that tightens up the whole plot considerably. The Healey's all of a piece, and the best-riding car here. Surprisingly, the TR2 is the shakiest.

Sixty years after they appeared, direct comparisons matter less than when they were new. They still appeal to different buyers, yet any of this threesome will charm you in particular ways and promise you a damn good time, whether rigid traditionalism, perky enthusiasm or lolling languidity. Two-thirds of this trio were about defining, if not refining the British sports car breed on a budget; in the Triumph and Healey's case, built from simple pressings, on a simple chassis, underpinned by simple mechanicals. Tough and with less to go wrong.

Morgan ploughed its own furrow with timber-framed construction, hand-formed bodywork and even more rudimentary ironmongery. But even then history shows that the men from Malvern have never been averse to a sly bit of updating to keep up with the Joneses. Or, in this case, the Blacks and the Healeys.

Taken as a group, I was disappointed by how crudely functional the TR was when, with no comparison, they're all beautifully enjoyable, but then I've been in love with the exquisite Morgan since I drove it recently. Yet I'd swap them both in an instant for the Healey – for that is where the heartbeat of this story really lies.



Re-print courtesy of Classic and Sports Car - 15 Jan 2020  
(Tony Baker photos)

## Al Allinson's Brabham BT-5

*By Bill Hayter*

The Brabham BT-5 raced by Al Allinson was recently sold in Australia.

Just talking to Al about his years of ownership of the Brabham BT-5. He bought the car from Bob Randall. He owned the car for four years and raced it actively. Apparently, it was originally a push rod engine car that was later upgraded to a twin cam (I assume a 1500). The car was a BT5-2.

Al ran Conference races on the Pacific Northwest tracks such as Westwood, Portland Meadows, Spokane, Seattle and Victoria. The car raced in the D Sports Racing category

He had many wins and took the D Sports Racing Championship three years in a row. Rather than fitting the car, Al talks of "Wearing the car", like an extension of yourself. It was righthand drive with the shifter on the right. It was very quick around the track.



Al was regularly lapping Westwood in one minute eleven to one minute twelve seconds. In comparison, a fast lap with the Morgan Plus 8 was one minute eighteen seconds. Al attributes these fast lap times to the Brabham being quicker down the back straight. As well, four wheel disc brakes allowed him to dive deeper into the corners. Furthermore, whereas the Morgan was a very precise cornering car, the Brabham liked to drift through the corners. To quote Al, "The Brabham almost drove itself around the track".



This photo is at Al's home in Lynn Valley around the time he bought the Brabham. Both cars are in racing trim. For the first year, Al raced both the Brabham and the Morgan. In the background are cars belonging to Al's son and in the foreground is Zorro, Al's Great Dane.

Al mostly ran the Sports Racing events, but also entered a couple of “Enduros. Unfortunately, in endurance racing, he was unable to duplicate the successes of the Morgan. He also tried Vintage Racing a couple of times, but found more satisfaction on the regular track.

A practice lap at Portland was the last time Al had the Brabham on the track. It was springtime, with a full racing season ahead, when a connecting rod went through the block. For Al, it was an appropriate time to retire from racing and he put the car for sale in “as is” condition. He sold the car to Ray Cooke, a Canadian living in the US. Not sure what Ray did with it, but he in turn sold it into California where a partial restoration happened. Al thought that the car was then sold to England but we’re not sure about that. After that, he lost track .



Two Brabhams location unknown with Al in the BT-5 leading D. Johnson in his BT-8.



By coincidence Frank Gruen also raced a Sprite (right) with Andy MacLean (middle) in another Sprite. Frank spun out giving 2nd place and the overall championship to Andy. In this race, the Alpha finished first.



Frank Gruen broke this story of the sale of Al’s Brabham BT-5 in Australia. You will see it as it looks today on the next page.

On the left, is Frank Gruen in his 240Z at Westwood with Bob Randall, the previous owner to Al, in the Brabham BT-5 wearing #1.

On the next page is Al’s Brabham as it was advertised this summer with Shannon’s in Sydney, Australia. I contacted Shannon’s for the sale price but was told buyer and seller wanted it kept confidential.

(Colour photos from Al Allinson and Bill Hayter, Black and white from Frank Gruen)

## Al Allinson's 1963 Brabham BT5 Sports Racing Car (Shannon's catalogue)

Founded by World Champion racing driver (Sir) Jack Brabham and chief designer Ron Tauranac in 1960, Motor Racing Developments rapidly became one of the major players in all forms of motorsport for the next decade, competing at every level from Formula One to Indianapolis. Although the single-seaters took centre stage, Brabham also dabbled in sports car racing and the BT5 was the first two-seater model, sharing many of the components with the BT3 and BT6. A competitor for Lotus's 23, Ron Tauranac penned a multi-tubular spaceframe chassis with a rear-mounted Ford Cosworth twin-cam engine and Hewland Mark IV gearbox. Suspension was via double wishbones at the front and reversed lower wishbones, top links and trailing arms at the rear, steering was rack and pinion and braking was via discs all round. Just two examples were built, both campaigned by Ian Walker's quasi-works racing outfit for Aussie drivers Frank Gardner and Paul Hawkins in 1963, the first with a 1500cc engine and the second initially running an 1100cc unit. Debuting at Snetterton, Gardner won his class in the BT5's maiden race in pouring rain and would later win the Guards Trophy at Brands Hatch. Ultimately both BT5s went on to successful careers with privateers in Europe and North America and fortunately both still exist today. Brabham's second attempt at building a sports racer, the BT8, was the only model to enter any kind of limited production with twelve made in 1964, usually powered by Climax engines and was ultimately stretched to become the one-off BT17 powered by a Repco V8 engine. Intended for the lucrative Can-Am series in North America, the BT17A project foundered due to reliability issues. This car sold between \$200-250,000.



## Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Photos by Howard Jewell from his June 1993 tour of the Morgan factory.



Covid-19 Social Distancing



(Thanks to Roger Mulloy)

## Morgan Fantasy Photos

I came across several interesting photos of Morgans shot as artwork or for ads or to capture a moment. This month we look at some more of Morgan Motor Company photos of new and old 3-wheelers.







## Website Report

*By Tom Morris*

[www.pacmog.com](http://www.pacmog.com)

### Fourth Annual MORGAN MOMENTS SNAPSHOT CONTEST Entries are now OPEN

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

### Contest Rules

All photos must:

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

### Judging Criteria

Entries will be judged by PacMOG members.

Votes will be cast at the end of the year via the website.

Voters will use criteria of their own choosing when casting their ballots.

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

### **\*\* UPDATE \*\***

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

Entries close at Midnight Thursday December 31, 2021

## “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 print two photos from the June 2000 Edition of the NW Mogazine. The first photo is of Bob Adair’s award winning Flat Rad Morgan Plus 4. He won the Best Debuting restoration at the 2000 Van Dusen ABFM.



The next photo is a photo taken by Stu Rulka of a Bank in the town of Morgan, Utah.



## Upcoming PACMOG Events

*By Ken Miles*

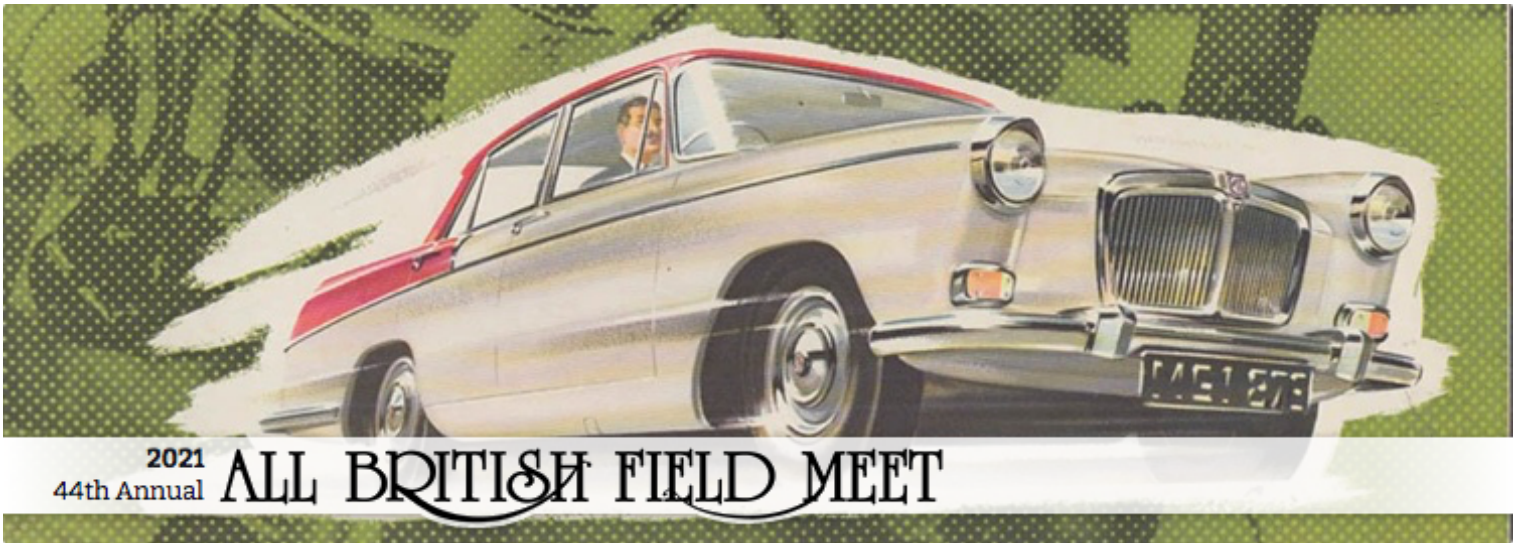


Watch your emails for news of the next drives

(Susan Blake's photo from the navigator's seat on the Carry-on British Parts Run)

**Save the Date!**

September 23, 2021 - Meet at 10:00 for a 10:30 start at the MacDonalds at 88 Avenue and 204th Street, Langley (North side of Highway 1, near the 200th overpass) The drive will take us through Langley and Abbotsford. Let Bob McDiarmid know if you are coming. Bob McDiarmid at [rjmcdiarmid@telus.net](mailto:rjmcdiarmid@telus.net)



**2021 Portland All British Field Meet Celebrating 44 Years**  
**This event is the largest, three-day, all-British car event in the Americas**  
*Celebrating MG September 3rd, 4th & 5th 2021*

John Twist's visit and saluting MG will take place at the 2021 event.

The 2021 Board of the Portland ABFM is working tirelessly to provide much-needed entertainment for the British automobile enthusiast. We look forward to visiting with you at the 2021 Portland ABFM taking place Labor Day Weekend at Portland International Raceway.

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

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

The weekend kicks off with the Friday Night Welcome Party, followed by the Saturday Car Show, Guided Walking Tours, Giant Slalom competition, People's Choice balloting, LIVE Musical Performances, Arts Display Contest, Scavenger Hunt for the Kiddos, Best in Show designation and Land Rover Adventure Rides. Saturday's Events Culminate with an Awards Presentation and Banquet with a TBD Guest Speaker. Sunday's activities include a HUGE swap meet, Rallye to Tour Portland Area Landmarks and more Vintage Racing and British Cars competing in the Giant Slalom.

People's Choice ballots are cast for more than 80 classes of British cars, which are owned and driven by club members from more than 30 British car clubs across the U.S. and Canada--a truly international event! Attendees can leave with not only good memories but also unique mementos and memorabilia as well, after a stop in the Regalia Tent.

We anticipate a good showing of Rolls-Royce and Bentley Automobiles. This year the event salutes MG. All 'British' cars are welcome to join the fun. With over 800 registered cars we are the largest All British Field Meer in the United States and the largest 3-day event in the Americas!

# Road Kings

18<sup>th</sup>



Clean'n... Cruis'n

Photo by Richardson Photography



## Queen City Cruise



Nelson, BC  
Friday Events



Sept. 10 & 11, 2021

1:00 pm Early Registration with a get together at 'Railltown' (at the foot of Baker Street)



3:00 pm Live Music Entertainment

6:00 pm Parade starts at Railltown through historic downtown to Dairy Queen on Nelson Avenue

### Saturday Events

8:00 am to 3:30 pm Come to downtown Nelson to enjoy:  
 • Classic Rides  
 • Entertainment  
 • Cash Prizes



9:00 am Registration for the Show & Shine on Baker Street

10:00 am • Show and Shine on Baker Street  
 • Poker Walk  
 • Music & Entertainment all day

2:30 pm Poker walk ends

3:30 pm Trophy & Prize Presentation

4:30 am to 5:30 pm Poker Run along Nelson's scenic North Shore  
 • \$500 Best Hand (Lordco)  
 • \$100 Worst Hand (Kootenay Glass)  
 Poker Run Prizes - Mountain Lakes Seniors Community

See you next year at the 2022 Queen City Cruise!  
 "Always on the Weekend after Labour Day!"

Road Kings Queen City Cruise  
 P.O. Box 1130, Nelson, BC V1L 6H3

[www.nelsonroadkings.com](http://www.nelsonroadkings.com)

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 250-352-5700

We Proud Sponsors are Members of the Nelson Road Kings

# Sea to Sky All British Rally 2021

[www.seatoskyallbritishrally.com](http://www.seatoskyallbritishrally.com)

Sea to Sky All British Rally - Vancouver to Whistler  
Saturday, September 25<sup>th</sup>, 2021

This is your official invitation for the 9th annual Sea to Sky All British Rally, come and showcase your beautiful British cars!



You are invited to join one of the last British car runs before we put our beloved treasures away for the winter. We will be limiting the number of cars to 50. We hope one of them will be yours!

The rally will consist of a scenic drive from North Vancouver, along the Sea to Sky Highway, to the final destination of Whistler, BC. While taking your time to enjoy the views along the way, you and your co-pilot can also participate in some Covid friendly games.

We will start the morning with coffee and donuts at 8:30am at Silk Cat Automotive, 1053 Churchill Crescent in North Vancouver. We will begin making our way through West Vancouver and up onto the Sea to Sky Highway 99. The first cars to embark on the scenic 120km drive will be at 9:00 am with the last car departing North Vancouver by 10:00am. Upon arriving , rally participants will be greeted by a welcome committee who will assist with parking all the British beauties. We will be displaying our vehicles in the Olympic Plaza for the day so that you can take a look at the other cars, enjoy some lunch, or even take a leisurely stroll around the village.

There are many hotels available for those who would like to stay a night or two and enjoy a great meal with old and new friends in one of the many great restaurants Whistler Village has to offer.

Be sure to register early and fill in the quick entry form at  
<http://www.seatoskyallbritishrally.com>



## **ABFM 2021 Vancouver cancels 2021 event, announces new date Saturday May 21, 2022**

It is with a heavy heart that the event officials of *The Greatest Show on British Wheels*, ABFM Vancouver presented by HAGERTY, announce that the 35th anniversary event, originally rescheduled for Sept 11, 2021, has now been officially cancelled.

The 2022 ABFM will take place Saturday May 21, 2022, followed by a Run on Sunday May 22, 2022.

“As mentioned in our last announcement, we have been working hard with our sponsors, vendors and suppliers to ensure the integrity of the show, given the restrictive guidelines and costs put in place by local Government bodies, but the risks involved are simply too great to ensure the success of the event,” said event co-chair Patrick Stewart.

### **Celebration**

The 2022 Show will celebrate the 35th event (delayed two years due to the pandemic) and the 34th year that it will be staged at the VanDusen Botanical Garden, Vancouver. Featured marques have been carried forward and will celebrate Jaguar EType 60th, Triumph Stag 50th and include English Fords first produced in 1911.

A special look at the future with an Electra Classic display is planned to showcase the trend of classic looks with modern drive.

### **Car clubs and young enthusiasts**

The important work of car clubs will also be recognized with a Best Club Award and young enthusiasts will be supported by a NASCARZ / HAGERTY educational program for Youth Judging. The show is staged with 61 Class Awards and 14 judged Sponsors Awards, making it the largest classic car show of its kind in Western Canada and the second largest in the Pacific Northwest.

This world-class classic car event is a family day to remember, which showcases a capacity gathering of almost 500 British-built classics, exhibitors, vendors and the general public all complemented by the beauty of the magnificent VanDusen Botanical Garden.

### **Welcome back**

“Given these past two pandemic years of cancelled events and isolation, we are extremely disappointed with the cancellation of the 2021 event, but are looking forward to opening the gates at VanDusen on the Victoria Day Weekend date of Saturday May 21, 2022, seeing the classics roll in and welcoming everyone back safely and in grand style to our much cherished garden party for all classic car enthusiasts,” said Joan Stewart event co-chair. Mark your calendars and plan forward to Saturday May 21, 2022 for the return of *The Greatest Show on British Wheels*. Registration details will be announced in early fall.

**Joan & Patrick Stewart**

# 2005 Morgan Aero 8 that did not sell Last Month

By Steve Blake (Courtesy of Bring-a-Trailer)

Bid to US\$80,000 July 23, 2021

This 2005 Morgan Aero 8 is finished in two-tone green and beige over tan leather and is powered by a 4.4-liter BMW V8 paired with a six-speed manual transmission. Equipment includes a green soft top, 18" wheels, AP Racing brakes, and an aftermarket Pioneer head unit. The car was sold new by Chariots of Palm Beach in Florida and now has 12k miles. This Aero 8 is now offered with a build ticket, car cover, tool kit, photo booklet, two keys, manufacturer's literature, a clean Carfax report, and a clean Florida title in the seller's name.

The aluminum body is finished in Connaught Green with Harvest Moon Beige wings and a green mohair convertible top. Additional exterior details include a vertical mesh front grille, front fender vents, dual polished exhaust finishers, and headlights sourced from VW. - B-a-T

## BaT Essentials

Lot #51740

Seller: **LawyerMark**

Location: **Miami, Florida 33156**

Chassis: SA9AR281X50J00339

12k Miles

4.4-Liter BMW V8

Six-Speed Manual Transmission

Connaught Green & Harvest Moon Beige

Green Convertible Top

Yarwood Light Tan Leather Upholstery

18" Wheels

AP Racing Brakes

Pioneer Head Unit

Build Ticket

Car Cover

Tool Kit

Photo Booklet

Manufacturer's Literature

Clean Carfax Report

Private Party Or Dealer: Private Party





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

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

### Recent Sales and Auctions



This 2014 Morgan 3-wheeler sold on BaT for US\$37,250 on August 9, 2021.



This 2015 Morgan 3-wheeler sold on BaT for US\$42,550 on August 16, 2021.



This 1930 Morgan 3-wheeler Aero Super Sport sold at Bonham's Auction for US\$50,400 on August 13, 2021.



This 2014 Morgan 3-wheeler Brooklands Edition sold at Bonham's Auction for US\$50,400 on August 13,

#### Editor's Note:

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



This 1958 Morgan Plus 4 sold on BaT for US\$24,000 on August 5, 2021.



This 1957 Morgan Plus 4 sold on BaT for US\$31,111 on August 18, 2021.



This 1996 Morgan 4/4 sold on BaT for US\$46,000 on August 17, 2021.



This 1965 Morgan Plus 4 sold on BaT for US\$30,500 on August 25, 2021.



1970 Morgan Plus 4 with Honda S-2000 engine and drivetrain sold on BaT for US\$50,000 on August 26, 2021.



This 1969 Morgan 4/4 sold on BaT for US\$27,000 on August 27, 2021.



## Best Answer for Signpost Quiz - May Morgan Link By Chris Brunt-Tompsett

Hello Chris. Sorry, but it's obvious, given that Mexico has not yet entered the exalted world of those who have everything...

This is for parents who don't have a pencil to mark the wall to keep track of the height to which their kids have grown.

They simply drive to the pull off the road - lots of parking provided - and put their kid beside the marker and take a picture with their smartphone. They can go home and stick the photographs on the fridge. Done for posterity. - Harry Broersma

Actually, the desert here has natural water courses called arroyo's were they cross the highways there is a dip in the road. That is the water on the road depth gauge so be forewarned before fording the puddle on the road. People have told us during a tropical storm they have seen the water at the top of the sign.

### So, who was that Morgan Plus 4 Owner???

I was reading the Cam Journal put out by the Lotus Sports Car Club of BC and came across this in an article by Rory Banks. He writes,

*So here I was, a full time Art Student with a part time job, paying off a hefty (for 1971) bank loan for a 1965 Lotus Elan. I still remember leaning over the railing at the Vancouver School of Art (now Emily Carr University) talking to a classmate who owned a Morgan Plus 4, looking at our cars parked at the curb below. I asked him, "Can you afford yours?" He said, "No," and turned to me. "How about you?" I replied, "No!"*

Does anybody know who attended Emily Carr back in 1971 and owned a Morgan Plus 4?



### Morgan For Sale

1994 Morgan Plus 4 - \$40,000. This Morgan Plus 4 is a single owner vehicle. RHD full UK Spec. 18,415 miles. Rare lightweight model with aluminum body over ash frame. Finished in Bentley racing green with tan leather interior. Many extras including walnut dash, luggage rack and spotlights. Has a tonneau cover as well as the roof shown. Fitted with scuttle roll bar for increased strength. Vehicle comes with all original paperwork including the full build specification. Vehicle is in Greater Vancouver. Contact Chris [cgwray@gmail.com](mailto:cgwray@gmail.com)



I am still hoping to locate the original engine for my 1967 Morgan Plus 4. According to Morgan Factory records, the car left there with a late model TR4 engine number CT74227 installed, possibly CT74227ME. If there is anyone out there who owns that engine (even if you don't want to sell it), or if you know the whereabouts of it, could you please contact me? Bill Hayter 604 987-5921 or [bhayter@telus.net](mailto:bhayter@telus.net)

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# IT'S BACK!

**MORGAN X PISTON GIN IS FULLY RESTOCKED AND AVAILABLE  
ONLINE NOW**

Our bestselling gin is now back and just in time for summer. We also want you to know that we listened, and we are absolutely thrilled to say that we can now offer **international shipping** to all of our Morgan enthusiasts who missed out last time.

And rest assured, this batch is even better than the last.



We are continuing to enjoy a great partnership with Piston Distillery, a fellow Worcestershire company, and together we have created what we believe to be the world's first ash wood infused gin.

Using genuine Morgan ash wood, straight from Morgan's wood shop, this unique gin will become your favourite tippie, as is proven by its popularity so far.

Now available in a 20cl size, which makes a great gift, or as we like to think, a great way to experience our gin before you move onto a bigger bottle.

*When ordering this size online, please note that the 20cl will be ready to dispatch from very early August.*

Piston Distillery's process is inspired by classic engineering and an appreciation of mechanics. Their award-winning gin mixes 14 botanicals to deliver a unique taste and a captivating experience from the moment the stainless-steel bottle top is removed.

Perfectly paired with ginger ale and blueberries, it is the optimum choice this summer.



Now Shipping Internationally!

To Order:

[https://www.morgan-motor.com/  
product-category/collaborations/  
piston-gin/](https://www.morgan-motor.com/product-category/collaborations/piston-gin/)

(Morgan Motor Company photos)

## PACMOG Regalia

Contact Brian Nixon for any regalia requests [nixon.b@outlook.com](mailto: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](http://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  
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905-857-3210



**Steve Sillett**

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

Vancouver Island Location:  
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# Pacific Morgan Owners Group

## 2021 Membership Application

(Please print in block letters)

### 2021 Membership:

Membership is only \$10

Make out cheques to "PACMOG"

Send dues and completed form to:

Pat Miles, PACMOG Treasurer

15410 Kildare Drive

Surrey, BC V3S 6B9

Date \_\_\_\_\_ New \_\_\_\_\_ Renewal \_\_\_\_\_

Last Name \_\_\_\_\_ First Name \_\_\_\_\_

Spouse/Partner Last Name \_\_\_\_\_ First Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Province/State \_\_\_\_\_ Postal / Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Cell \_\_\_\_\_ Other \_\_\_\_\_

Email Address \_\_\_\_\_

Spouse/Partner Email \_\_\_\_\_

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

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

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

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

\_\_\_\_\_

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

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

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

\_\_\_\_\_

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